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THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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Help us pick out the star performers of the last 12 months, starts p20

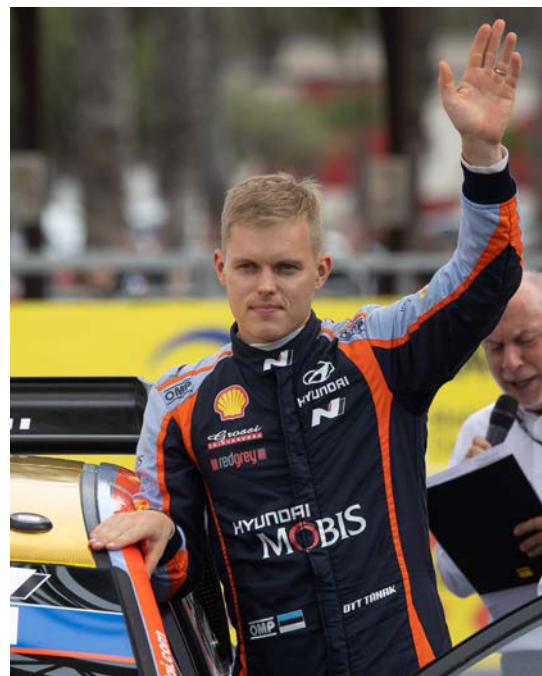


Ott Tanak leaves Hyundai to complete weekend of who-goes-where weekend in the WRC

SERVICE PARK SHOCKWAVES: TANAK QUILTS TO FUEL TALK OF BREEN SWAP DEAL



Ogier took his first 2022 win in Spain



Former title winner Tanak will quit Hyundai

By Matt James

The World Rally Championship driver market has been blown wide open following a sensational Sunday night in Spain.

Hours after eight-time champ Sebastien Ogier took his first win of the Rally1 hybrid era to ensure a sixth makes' crown for Toyota, Hyundai announced that Ott Tanak will leave at the end of the season, fuelling speculation of a swap deal with M-Sport's Craig Breen for 2023.

Tanak is quitting Hyundai one year earlier than expected, citing personal reasons for his shock departure.

Irishman Breen, meanwhile, has struggled for form in his first full WRC season and was a distant ninth place in Spain, his co-driver Paul Nagle's final event before he retires.

M-Sport team boss Richard Millener refused to disclose details of his squad's line-up for 2023 but vowed to "work as hard as we can to strengthen the team to make sure we are in a fight next year."

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MOTORSPORT NEWS

REPORT

MAX RESISTS THE PRESSURE

The Red Bull man on top in the United States p4



REVIEW

INGRAM'S TIN-TOP AMBITION TAKES FLIGHT

The story of the Hyundai man's triumph p28



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COMMENT

Photo: Ben Lawrence, Toyota Gazoo Racing, Jakob Ebrey, Red Bull Content Pool



Elliot Payne has been one of the most successful men of the year: is he an award winner?

HELP US PICK OUT THE STAR TURNS

Well, it is that time of the season. Most championships are reaching their conclusion and we have a glorious season to look back on. Some really outstanding performances have been given and silverware has been handed out. That can only mean one thing: it is time for the 2022 Motorsport Awards.

We have drawn up a shortlist of 10 stand-out performers for our National Racing Driver of the Year and also for the National Rally Driver of the Year, and this is where we need your help. These awards will be voted for by our readers. So check out the nominations on page 20-21 and head over to the Motorsport News section of the Fast Car website to register your favourites.

We have also formalised the shortlists for our other categories. These include Historic Driver of the Year, Sporting Scene Driver of the Year, Rising Star of the Year, Team of the Year, Series of the Year and Event of the Year. The nominees are published here, and these will be voted for by a panel of MN experts.

There is plenty of time to ruminate on your selections as the poll will be open for the next four weeks before we print the results in our December 1 edition.

Elsewhere in this issue, we report on Sebastien Ogier's cameo on Rally Spain last week, where the Frenchman's 56th World Rally Championship victory was fundamental to his Toyota team sealing the makes' crown for the third time with the Yaris model. Despite being some 17 years older than the current drivers' title-holder (and team-mate) Kalle Rovanpera, the fire still burns and he has indicated that he wants a fuller (but not full-time) programme in the WRC in 2023. For anyone who enjoys seeing a Rally1 car driven at full effect, that is only good news. It was also a dramatic weekend for the driver market too, with news that Ott Tanak is reversing out of Hyundai. It leaves a prime slot open at Hyundai, and our only hope is that the team can get creative with its choice of replacement. There are many drivers who have been around the block, but how about looking further down the ranks and promoting one of its development drivers? That would inject some real excitement into 2023.

We also look back on a tense and dramatic British Touring Car Championship season, where Tom Ingram finally landed a maiden crown. We hear from the Hyundai driver and we have also polled the top 10 drivers in the points to find out the drivers' driver of the campaign. The results are on page 32.

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MOTORSPORT NEWS

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Verstappen jumps Lewis for victory in Texas

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Frenchman takes his first win during the 2022 World rallying battle



P20 MN Awards 2022 is here!

We reveal the shortlists for our second annual Motorsport News awards. Help us vote for the very best of the year

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REVIEW: British Touring Car Championship 2022

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FORMULA 1 REPORT: USA GRAND PRIX

Photos: Red Bull Content Pool, Motorsport Images



Max fended off Lewis Hamilton



Red Bull is the 2022 F1 constructors' title winner

MAX HALTS A HAPPY ENDING FOR HAMILTON

Red Bull wins the constructors' title as Verstappen prevails again. By **James Roberts**



Stroll and Alonso are eliminated

F1 RESULTS

US Grand Prix Laps: 56
Track: Circuit of the Americas, Austin, Texas

TEAM/CAR	TIME
1 Max Verstappen Red Bull	1h42m11.687s
2 Lewis Hamilton Mercedes	+5.023s
3 Charles Leclerc Ferrari	+7.501s
4 Sergio Perez Red Bull	+8.293s
5 George Russell Mercedes	+44.815s
6 Lando Norris McLaren-Mercedes	+53.785s
7 Sebastian Vettel Aston Martin-Mercedes	+1m05.354s
8 Kevin Magnussen Haas-Ferrari	+1m05.834s
9 Yuki Tsunoda AlphaTauri	+1m10.919s
10 Esteban Ocon Alpine-Renault	+1m12.875s

11 Alexander Albon (Williams-Mercedes) +1m15.057s; 12 Guanyu Zhou (Alfa Romeo-Ferrari) +1m16.164s; 13 Pierre Gasly (AlphaTauri) +1m21.763s; 14 Mick Schumacher (Haas-Ferrari) +1m24.490s; 15 Fernando Alonso (Alpine-Renault) +1m25.078s; 16 Daniel Ricciardo (McLaren-Mercedes) +1m30.487s; 17 Nicholas Latifi (Williams-Mercedes) +1m43.588s; 18 Lance Stroll (Aston Martin-Mercedes) +21 laps/accident; 19 Valtteri Bottas (Alfa Romeo-Ferrari) +16 laps/spin; 20 Carlos Sainz (Ferrari) 0 laps/accident damage. **Drivers' championship:** 1 Verstappen 391; 2 Leclerc 267; 3 Perez 265; 4 Russell 218; 5 Sainz 202; 6 Hamilton 198. **Constructors' championship:** 1 Red Bull 656; 2 Ferrari 469; 3 Mercedes 416; 4 Alpine 149; 5 McLaren 138; 6 Alfa Romeo 52.



Lap one, and another drama for Ferrari's Carlos Sainz

In the end it was entirely fitting that Max Verstappen won the United States Grand Prix and sealed the 2022 constructors' championship for Red Bull. On a weekend where it was announced that the company's founder and owner, Dietrich Mateschitz had passed away, clinching the World title for the first time in eight years was the perfect tribute. But Max had to fight for it.

His 13th win of the year came at the expense of Lewis Hamilton, as he hunted down and passed his old rival just six laps from the chequered flag. It was the closest the British driver had come to winning this season – but he couldn't quite manage to keep the Red Bull behind him.

Verstappen had snatched the lead at the start, getting a better run off the line from poleman Carlos Sainz. The Ferrari driver ran wide at the first turn and as he cut back across the track he was hit by Mercedes' George Russell who pitched the scarlet car into a spin. Sainz's radiator was damaged in the contact and he pulled into the pits for his sixth DNF of the year. Fourth-placed Russell was handed a five-second time penalty, while the big beneficiary of the first-corner contact was the Aston Martin of Lance Stroll – who moved up to third. But his afternoon was soon to take a turn for the worse.

Hamilton pitted from second on lap 13 to switch from the medium to the hard Pirellis and Verstappen followed suit a lap later. Four laps afterwards the safety car had been deployed as Valtteri Bottas had spun at Turn 19 and beached his Alfa Romeo into the gravel trap. Taking advantage of pitting under the safety car was Charles Leclerc (he'd started 12th for a power unit grid penalty) and was now up to fourth.

But when the safety car came in on lap 22, it was deployed again immediately for a nasty-looking shunt on the back straight. Alpine's Fernando Alonso had a run on Lance Stroll and as he moved left to pass, the Canadian jinked left and Alonso rode up over the left-rear tyre of the Aston Martin. The damage to the tyre caused Stroll to spin into the wall,



Lone star: Aston Martin's Sebastian Vettel actually led for a while...

while Alonso, on his two rear wheels, was lucky not to flip. Despite the contact, he returned to the pits for a new wing and continued to finish seventh at the flag. But he was later demoted with a 30s penalty, after a Haas protest, for running with a loose mirror.

The race resumed on lap 26 with Verstappen leading Hamilton, Perez, Leclerc, Russell and the sole Aston Martin of Sebastian Vettel. Hamilton made his second stop on lap 35 and once again Verstappen pitted a lap later. Unfortunately a problem with the front-left wheel gun meant the World champion was stationary for 11.1 seconds. "Beautiful. ***** beautiful," was his sarcastic response to his team. When he emerged from the pits, he'd also lost a place to Leclerc.

Vettel was the last of the leaders to pit and cycled through to the front of the field to lead a race for the first time this year and to record his 3500th lap led in F1. When he pitted on lap 42 he too suffered an issue with the front-left and was at a standstill for 16.8s. An exciting comeback finished with Vettel

making a penultimate-corner-of-the-race pass on the one-stopping Kevin Magnussen to claim seventh. As he crossed the line he celebrated as if he'd won the race...

The final 15 laps at COTA were a thrilling contest that kept the capacity crowd enthralled. Verstappen dived by Leclerc at Turn 1 for second, but was repassed by the Ferrari on the switchback. When he finally made the move stick he was 1.9s behind Hamilton with 10 to go. Given the fact he was on mediums to Hamilton's hards, the Red Bull started to make in-roads into the British driver's lead.

Six laps from the flag Verstappen was through at the Turn 12 left-hander to wrestle the lead from Hamilton. The Mercedes driver was quick to alert race control that Max had been off the road at Turn 9. And despite both drivers getting black and white warning flags for track limits, they stayed out of trouble to the flag. Three races now remain for Hamilton to maintain his streak of winning a grand prix in every season he has competed...

RACING NEWS



Sargeant: major plans...

SARGEANT NEARS FULL-TIME RIDE WITH WILLIAMS

Formula 2 battler Logan Sargeant is nearing a driver with the Williams F1 team next season should he earn another superlicence points. The 21-year-old American, who is third in the F2 standings with two races remaining, took part in the opening free practice session at the US Grand Prix last weekend as part of the Williams crew, and will also handle the FW44 in Mexico and Abu Dhabi That, allied to his Formula 2 results, should mean he has enough licence points to be able to line up alongside Alex Albon on the F1 grid in 2023.

Team boss Jost Capito said: “We feel he’s ready to race in F1 and on the condition he has enough superlicence points he will be our second driver.”

Williams’s sporting director Sven Smeets added: “Logan showed a high level of understanding during his FP1 debut in Austin and provided useful feedback to help in the team’s preparations for the rest of the weekend.

“We are providing Logan further opportunities in Mexico and Abu Dhabi to integrate himself with the team trackside in both free practice sessions and the Young Driver Test as we work hard to support Logan in his efforts towards earning the FIA superlicence.”

FIA REVEALS LESSONS TO BE LEARNED AFTER SUZUKA GP’S NEAR-MISS

New measures to be taken following Japanese GP chaos

Photos: Motorsport Images



FIA has looked into Japan chaos

By Matt James

A report into the recovery truck on circuit during the recent Japanese Grand Prix has concluded that no rescue vehicles should enter the live circuit until all of the cars are behind the safety car.

AlphaTauri driver Pierre Gasly passed recovery tractors at the scene of Carlos Sainz’s stricken Ferrari in Japan at a speed of more than 100mph as he was trying to catch back up to the pack after an early pitstop. He was later reprimanded for his speed, but the FIA launched a review.

It concluded: “A recovery vehicle should not be deployed unless all cars are aligned behind the safety car. Marshals and recovery equipment would only be deployed whilst cars are on track (safety

car periods) when the weather conditions and location of the cars to be recovered allow for a quick and safe intervention.”

The FIA will also clarify the rules about awarding half points in a rain-interrupted or shortened race, as happened in Japan. Initially, all were under the impression that a reduced points roster would be issued after the race in Japan. However, an interpretation of the way the rules were written meant that full points had to be handed out, and that was enough to give Max Verstappen his second World crown.

It has also said there will be talks concerning the effectiveness of the extreme wet Pirelli tyres, and that it has dropped the rotation of the role of F1 race director. Niels Wittich will be in charge for the remaining GPs this term.

RED BULL STALLED ON BUDGET CAP CRISIS

Red Bull team boss Christian Horner fears that the row surrounding the squad’s overspend of the budget cap could rumble on into next season. The team has been in talks with the governing body, the FIA, after the latter found the team guilty of a budget cap breach. Both parties are seeking a way forward but there has been no resolution to this point.

Meanwhile, other team bosses have reacted furiously to the breach, with McLaren head Zak Brown suggesting that the issues constituted “cheating”. Horner said that the conversations with the FIA had dragged on over the United States Grand Prix weekend and he wasn’t hopeful that there would be an answer – or a decision on any relevant penalties – any time soon.

In an FIA conference over the weekend, Horner said: “We’re in that process [of talking to the FIA] and have been for the last 10 days or so, going backwards and forwards with the FIA. “I hoped for it to be resolved before this weekend, I’m hopeful that it can be resolved during this weekend. Should that not happen, the next

process is it goes to the cost cap administration panel, and then beyond that, there’s the International Court of Appeal. “So it could draw it out for another six, nine months, which is not our intention. We want closure on 2021. “I think that we’ve had some healthy and productive discussions with the FIA.”

PORSCHE STILL SEEKING F1 OPTIONS

The FIA has revealed that the Porsche brand is still considering an F1 entry in the future, despite talks with Red Bull Racing on a link-up falling apart.

The German firm, along with sister brand Audi, has been in serious discussions about joining the top-flight, but it was feared that the plan had been shelved when the Red Bull talks stalled. Audi has tied up a deal with the Alfa Romeo team from 2026 onwards.

In a statement issued to the FIA’s governing body recently, the FIA said Porsche was still at the table. It read: “At Spa-Francorchamps in August, Audi announced it was joining the FIA Formula 1 world championship from 2026.

“This announcement was an endorsement of the hard work by all stakeholders to develop those regulations. We also note that Porsche are still in discussions with Formula 1 teams.”

Porsche is thought to be in discussions with Williams and could also look to forge a links with the nascent Andretti F1 entry.



German firm’s plans are still ongoing

HORNER PAYS TRIBUTE TO LATE RED BULL BOSS MATESCHITZ

Team principal Christian Horner has led the tributes to the late Red Bull boss Dietrich Mateschitz, who died shortly before the United States Grand Prix, aged 78. The Austrian, who discovered the energy drink on a trip to Thailand in 1984, brought it to Europe and it went on to become a £22 billion success. Mateschitz allied the brand with several extreme sports and it is also highly active in football. Horner heard the news on qualifying day for the US Grand Prix. He said: “It’s very, very sad, what a great man. What he achieved and what he has done for so many people, around the world in different sports, is second to none. “So many of us have to be so grateful to him for the opportunities he provided and the vision that he had, the strength of character and never being afraid to chase your dreams. “That’s what he did here in Formula 1, proving that you can make a difference. We’re just incredibly grateful.”



Red Bull boss Dietrich Mateschitz passed away last week

RACING NEWS

QUEEN TAKES GB4 CASH

Colin Queen has won £20,000 towards a 2023 GB4 seat after winning the contest's National Formula Ford Shootout following last week's Snetterton assessment day.

The shootout was with the top-three teenagers in this year's National FF1600 championship, and the 17-year-old Californian, who finished second overall in the table, beat Lucas Romanek and Brandon McCaughan to the cash.

The trio was assessed in individually designated GB4 cars from Fortec Motorsports at Snetterton, plus earlier this month in simulator sessions at Fortec's Daventry base.

Chief executive of GB4 organiser MSV Jonathan Palmer said: "We were dealing with three very impressive talents at Snetterton, however Colin just seemed to have the edge with his overall performance. He certainly has the potential to be a frontrunner in GB4 next season."

Queen said: "Next year I definitely wanted to do slicks and wings over here in Europe and in England, and GB4 was right up there on my list as number one."



Queen reigns in contest

COOK SERVES UP RENAULT CATEGORY

The Cooksport Renault Cup conceived by British Touring Car star Josh Cook and his company will make its bow in 2023 with the British Racing and Sports Car Club.

A selection of Clios and Meganas will contest the new series. Cook's Cooksport racing, tuning and performance supply company and the BRSCC are already in partnership with Cooksport developing the recently introduced Mk7 Fiesta Junior car and supplying all control parts.

Cook said: "Whilst we've been looking at launching a Cooksport-backed Renault race series for a while now, we wanted to wait until the timing was right and a credible racing platform became available to us.

"Even from within our own loyal customer base, we see numerous owners racing their cars in different series, and they tell us that a single-brand full season of racing is something they'd much prefer."



Cooksport contest is go for '23



Loggie will be back in 2023

LOGGIE TO DEFEND BRITISH GT CROWN

The new champion vows to return next year and reckons Enduro will be a threat

By Graham Keilloh

Newly crowned British GT champion Ian Loggie will return to defend his title next year and has identified the Enduro McLaren as a major threat to his crown.

RAM Mercedes amateur driver Loggie sealed the GT3 drivers' championship in Donington Park's recent season finale,

while the Enduro McLaren after a strong late-season run finished third in the standings in its second British GT campaign. Enduro's Pro-Am pairing is Am driver Morgan Tillbrook with Pro- and team boss - Marcus Clutton.

Loggie told Motorsport News: "I'll be back again next year but it's going to be more difficult. The standard every year just continues to go up.



New British GT champion has noted improving Enduro McLaren

"Morgan Tillbrook and Marcus they'll be right in the mix next year because Morgan's just getting so quick. They made a lot of errors that we've made in the past, so if he doesn't make errors he'll be one of the frontrunners in the championship.

"For me, I'll try and keep the pace we've got, don't make mistakes, and hope it comes to us.

"I enjoy it [British GT], I think it's good racing. It's one of the only series where the Ams get to race the Ams and the Pros race the Pros."

Loggie's RAM boss Dan Shufflebottom added to MN: "It's the plan [for Loggie to return], we've spoken about it. And he said if I don't win it I'm still going to want to win it and if I do win it I'm going to want to defend it. So yeah we'll be back."



Taylor wants to stay with Fortec next year

GB4 CHAMP TAYLOR WANTS GB3

Inaugural GB4 champion Nikolas Taylor hopes to graduate to GB3 next season remaining with the Fortec Motorsports team.

The 17-year-old Malaysian-British driver sealed the junior single-seater championship with Fortec at the contest's Donington Park finale 10 days ago. Taylor totalled nine wins across the season, five more than the next highest, having started the year with little racing experience.

When asked at Donington where he hoped to race next year, Taylor said: "Hopefully in GB3 with Fortec."

"The hard work that they [Fortec] do is amazing, every time I go into the factory it's just like 'on it'.

And hopefully next year in GB3 it will be the same."

Fortec boss Ollie Dutton told Motorsport News about the prospect: "We would love that, we're going to get him in a car, see how he gets on. I know the family needs some sponsorship. Hopefully this [the GB4 title] will help them.

"I know that they're working hard and I know that sponsors are interested. So if we can get him in a GB3 car I'm sure he'll take to it as easily as he did this one [GB4]. And he's a racer and he's going to go on to do great things so we would love to have him with our team next year."

FIRST STUDENT CHAMP CROWNED

The MET Motorsport student team from Northbrook College, part of the Chichester College Group, has won the inaugural Student Motorsport Challenge after a dramatic Silverstone International circuit finale.

In the intra-series within the British Racing and Sports Car Club's CityCar Cup, MET Motorsport with its Richard Jepp-driven Peugeot pipped pre-meeting title favourite East Surrey College when its Peugeot, driven by Andy Burgess,

retired from the final race after contact.

MET Motorsport team principal Emma Norton said: "It is absolutely awesome to win the title but we're feeling a bit sorry for East Surrey.

"[The title] is a wonderful payback for all the effort and attention the students have put in all year long and the [work of the] staff.

"We learned the trick which was to actually have experience at the tracks beforehand so we started doing test days."



MET Motorsport from Northbrook College pounced in final round

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RACING NEWS

BREEN STAYING PUT AS 2019 CHAMPION TANAK QUIT

Sources link WRC champion to shock M-Sport return during another tough event for Irishman

Photos: Red Bull Content Pool, Hyundai, M-Sport



Breen says he will stay at M-Sport

By Matt James

Craig Breen has insisted he'll be an M-Sport driver in 2023 during a Rally Spain filled with speculation over the driver line-up for next season's World championship. Breen is under pressure following a lacklustre first full campaign in the WRC. He placed a distant ninth in Catalunya after a puncture on Sunday's second stage, which resulted in the Irishman clouting a bank before continuing with damage to his Ford Puma Rally1. Despite Breen's assertion, sources in the Salou service park last weekend linked Breen to a return to Hyundai, where he bagged three podiums from five WRC starts last season, with Ott Tanak moving in the opposite direction and rejoining M-Sport. Tanak, who finished third in the

2017 WRC with the British squad, scoring his breakthrough victory at World level in Sardinia in the process, announced on Sunday that he was leaving Hyundai at the end of 2022 for personal reasons after three seasons and five wins. A source close to the Estonian explained that while M-Sport's funding model would make re-signing the 2019 World champion a tall order, the number-one status he would receive would appeal amid reported tensions with Hyundai team-mate Thierry Neuville. They surfaced when the Belgian refused to cede the lead to Tanak on last month's Acropolis Rally, a result that could have kept Tanak in the World title fight heading to Spain. Richard Millener and Julien Moncet, who head up the M-Sport and Hyundai teams respectively, refused to reveal their full list of

drivers for 2023 when quizzed in Spain, although Millener said that while "Craig and all the other [M-Sport] drivers have had strong performances over the course of the year we haven't been able to keep up with [Hyundai and Toyota]," adding: "We don't like to give up and the intention is to work as hard as we can over the winter to strengthen and build the team to make sure we are in a fight next year." Breen, who will team up with new co-driver James Fulton from Rally Japan after Paul Nagle retired, said of this M-Sport future when quizzed in Spain: "It was a two-year contract at the beginning and it's quite stable what is happening next year. It's been a problematic couple of months on the rallies. The results have been the opposite of what we want. We need to get back in the game."



Ott Tanak's exit has prompted rumours

TANAK EXPLAINS SHOCK HYUNDAI EXIT

Ott Tanak has spoken about his decision to leave Hyundai one season earlier than expected – a move that has sent shockwaves across the sport and blown the driver market wide open. Tanak exercised his option to break his contract ahead of 2023 during a whirlwind Sunday night in Spain, citing personal reasons for his decision to quit the Germany-based squad. Next month's Rally Japan will mark his final event with the team. "This is a personal decision and one that I have taken with careful consideration and respect for the team," said the 35-year-old, who joined Hyundai from Toyota for the 2020 season as the reigning World champion. "However, I feel that I am at a stage of my career where I need to embark on a new challenge." Hyundai must now fill not one but two vacancies alongside Thierry Neuville. Team boss Julien Moncet has stated he would replace the departing Oliver Solberg and Elliott Edmondson with an "experienced and consistent crew". With Dani Sordo, who carshared with Solberg this season, reluctant to tackle a full campaign, a move for Craig Breen could transpire (see main story) with Northern Irishman Kris Meeke another option, according to service park speculation.



Tanak will walk away in 2022



Suninen has thrust himself into spotlight

SUNINEN STAKES CLAIM FOR WRC COMEBACK

Teemu Suninen staked his claim for a return to the World championship's top tier with a dominant WRC2 win in Spain. Suninen dropped out of the WRC's headline category after walking away from his M-Sport

deal in the middle of 2021. Although he picked up a one-off top-line drive when he replaced Ott Tanak in Monza last November after Tanak withdrew for personal reasons, he's been restricted to a semi-factory Hyundai Rally2 car this season.

After winning in Spain, Suninen, 28, said: "Hopefully it helps the situation for next year. I hope to get to Rally 1. I have no kids, so I am happy to do a full season! My manager is talking to some teams. I trust his job."

OGIER SAYS NO TO A SEASON-LONG WRC BID

Sebastien Ogier is happy with his part-time Toyota role despite bagging his first win of the Rally1 era with his 55th WRC victory in Spain last weekend. Ogier's Catalunya run marked his fifth outing of the campaign, which will conclude with a sixth appearance in Japan next month. "Six rallies this year, that was my choice," he said. "I really enjoyed this year and coming back in the car I also enjoyed the free time. There are some moments that have no price seeing the little one growing. I am happy right now. I love the sport but I am

not prepared to be so much away and all this involvement that is required if you want to fight for the championship. Right now, it should carry on in a similar way." Ogier is again expected to share Toyota's third Yaris with Esapekka Lappi, leaving World champion Kalle Rovanpera and Brit Elfyn Evans to contest full seasons. Although there was no confirmation from team chief Jari-Matti Latvala in Spain, the Finn said: "The question is, 'if you win all the championships, is there a point to change something'? But it's not my



Ogier: wants family time

decision. Hopefully we will have news in Japan." Meanwhile, Ogier's celebratory donuts prior to the finishing ramp in Salou earned the eight-time champion a reprimand and a fine of 1500 euros (about £1300).

NEW WORLD RALLYING SCHEDULE IS DELAYED

Plans to publish the 2023 WRC calendar following last week's World Motor Sport Council meeting in London are on hold. Motorsport News understood that a 14-round schedule was ready to be signed off by the

FIA's rule-making body. However, the FIA confirmed a "decision on the 2023 WRC calendar has been deferred". Despite the delay, a 2023 calendar could still be released before the end of the month, assuming an e-vote of WMSC

members rubberstamps the planned schedule from WRC Promoter, which doesn't include Rally Spain, according to sources. Ypres bosses have also confirmed their event is out for 2023.

RALLY NEWS

Photos: Red Bull Content Pool, Jakob Ebrey, Ben Lawrence



James Williams wants to sign off with a BRC victory

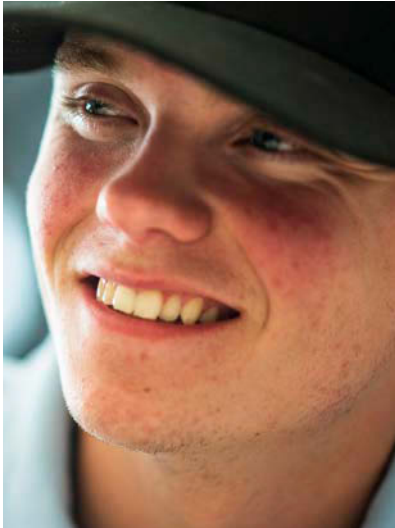
BRC CONTENDERS PREPARE FOR SOLBERG’S CHALLENGE

British-based runners keen to go toe-to-toe with WRC star

By Paul Lawrence

British Rally Championship contender James Williams says that having Oliver Solberg contesting this weekend’s final round, the Cambrian Rally, will bring a significant benchmark to the North Wales event. Williams cannot improve upon his third place in the standings but would dearly like to finish his season with a victory in his Hyundai i20 R5. New champion Osian Pryce and runner-up Keith Cronin have won all six rounds to date between them and with the title settled in Pryce’s favour, neither is competing on the Cambrian. Williams said: “We have ticked off every step of the podium bar one, so that will be the target: to go for the win and to fight for our first BRC victory on home soil will be pretty special. “It’s a little disappointing that some of the guys aren’t showing up for the

Cambrian, but with the championship wrapped up and the expense to run these cars and enter these events getting higher, I completely get it. We are very lucky to have incredible support from all our sponsors, enabling Dai Roberts and I to finish the year off.” Williams and his rivals, including Ruairi Bell and Garry Pearson, will go head to head with Solberg in his family’s VW Polo R5 as he tackles the rally after his WRC deal with Hyundai came to an early end. “The competition will still be pretty hot and everyone will be looking at Oliver Solberg as the benchmark,” said Williams. “But there are some quick guys in the BRC who could take it to him. I really want to be fighting at the sharp end on the final event. There are a few new stages this year, so that will be a good leveller for everyone. If I can relax and get into a good rhythm we can be there or thereabouts.”



Solberg will prove a tough rival

SOLBERG CHANGES CO-DRIVER FOR CAMBRIAN OUTING

Oliver Solberg has switched co-drivers for this weekend’s Cambrian Rally after his regular partner Elliott Edmondson suffered a broken wrist and collarbone in a mountain bike accident. Instead, the 21-year-old Swedish driver will be co-driven by Craig Drew in the Solberg family’s VW Polo R5. Drew has regularly co-driven for Chris Ingram in WRC2 this season but also partnered Solberg in Finland and Spain last year. Most recently, he guided new JWRC champion Robert Virves to second overall on the Saaremaa Rally in Estonia. Solberg said: “I know he’s a top co-driver and great guy and I’m looking forward to a fun time in Wales.”

MALCOLM WILSON RALLY TO OPEN BRC CALENDAR

The 2023 British Rally Championship calendar will open with the Malcolm Wilson Rally in the Lake District after a radically changed schedule was announced. Three of this year’s events, Tending and Clacton, the Nicky Grist and the Grampian Rally, are all gone from the new calendar and are replaced by the Malcolm Wilson, Ypres and the Ulster Rally. While the Malcolm Wilson makes its BRC debut as the season opener, Ypres and Ulster are both returning to the schedule. It is expected that the March 11 Malcolm Wilson Rally, which centres on the Comb, Greystoke and Grizedale forests, will feature an extended route for the BRC contenders with increased stage miles. British Rally Championship manager Reece Tarren said: “We are extremely excited to reveal the 2023 calendar which has undergone a radical transformation compared to this season. We understood the series needed to move in a certain direction. As the country’s premier rally championship, we made the decision to look to longer, tougher, and bigger events worthy of the BRC. “Each event in the calendar is unique and has its own identity but offers a significant challenge which I believe is a fundamental part of the championship. “The inclusion of a new event ensures a fresh feel, whilst the return of iconic and well-respected rallies gives the BRC the package that competitors deserve. It was important to visit each one of the home nations and I’m excited to return to Northern Ireland as well as Belgium.”

CALENDAR
2023 Motorsport UK British Rally Championship

DATE	VENUE
March 11	Malcolm Wilson Rally
May 26-27	Jim Clark Rally
June 23-24	Ypres Rally
August 18-19	Ulster Rally
September 2-3	Rali Ceredigion
September 22-23	Trackrod Rally Yorkshire
October 27-28	Cambrian Rally



Malcolm Wilson will open 2023 BRC



Perry Gardener will be out for points

BTRDA RUNNER-UP SLOT UP FOR GRABS

While Elliot Payne is secure as the BTRDA Gold Star champion for 2022, a tight three-way battle for the runner-up position will be settled on the final round, Saturday’s Cambrian Rally. Ford Fiesta drivers Stephen Petch, Perry Gardener and Matthew Hirst are all in contention and a maximum score for either Petch or Hirst would earn them second place.

Gardener could also be runner-up if he takes maximum points but would need Petch to finish third or lower. The presence of both Payne and Woodpecker-winner Callum Black among the BTRDA-registered entries will make it even harder for any of the three drivers to bag maximum points. Ford Escort Mk2 drivers Rob Wright and Nick Dobson

could both win the Silver Star title for two-wheel-drive cars. However, neither driver was entered at the time of writing so Wright could take the title by default. In the Bronze Star competition for the 1400cc cars, Lewis Hooper has led all season in his Nissan Micra but could yet be overhauled by the flying Vauxhall Nova of Pete Gorst.



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RALLY NEWS

BARLOWS RACE AND RALLY ATTACK

While Stephen Barlow was winning the Classic Formula 3 Championship title at Silverstone 10 days ago, his sons Fergus and Craig were competing on the Mull Rally in a Subaru Impreza.

Stephen, 70, lives in Oban and travels long distances to race his Ralt RT3 with Graham Brunton Racing while Fergus lives in Tobermory on Mull and always contests his local rally. Craig flew in from his home in New Zealand to co-drive but they retired after suffering turbo problems.

Stephen said: "He can only really afford to do one rally a year, so it has to be Mull." Fergus, who works for ferry operator CalMac, finished fourth overall on his home event in 2021 and started as car 10 this year.

The family rallying story goes further as Stephen's sister is Ali Cornwell-Browne, best know for co-driving for her husband Chris in his historic-specification Ford Escort Mk1.

STEADMAN PLANS MORE GRAVEL FOR DELTA INTEGRALE

Lancia man aims for more outings in iconic Italian machine in 2023

Photos: Ben Lawrence, Kevin Money



The Integrale is unique in the UK

By Paul Lawrence

Matthew Steadman plans to do more forest rallies next year in his Lancia Delta Integrale, the only such car currently active on UK gravel events.

Steadman prepared the car for the 2019 Wales Rally GB National and this year has contested the Nicky Grist and Woodpecker rallies on gravel. The stunning car proved hugely popular with the spectators and he plans to do more with it next season.

Steadman told MN: "It can be a challenge, especially when you're trying to keep it in one piece. But you want to push on and try and get the car to do what it's supposed to do.

"A company in Scotland built it for a businessman over a period of two years and he used it for 10 years. I bought it in 2019. I do absolutely everything and

even painted it inside and out. You do want to let people enjoy seeing it doing what it's supposed to do. It just takes a bit more courage."

Steadman says he wants to keep using the car on forest rallies. "It's brilliant in the forest," he said. "It needs to be pushed and I'm getting to grips with it a bit more now. I was a bit nervous with it on Rally GB and then a couple of events after that. But I think when we did the Nicky Grist I got to grips with it. I definitely pushed a bit harder."

His next event will be on asphalt. "I've not done any Tarmac in it yet but we're doing the Neil Howard Rally at Oulton Park next week. Then the plan is to go back into the forests and hopefully do Rally North Wales to start next season. I wanted to do the Cambrian Rally, but I can't get the time off work."

ROAD RALLY ROUND-UP

THIRD VICTORY FOR HUGHES-JONES ON THE FARRINGTON TROPHY SHOWDOWN

Arwel Hughes-Jones took his third road rally win of year when he and navigator Dylan John Williams finished first on the Farrington Trophy Rally.

However, at the petrol halt the pair were only in second place. Iwan Roberts Jr and Michael Penrhos Jones had been fastest to the end of the very wet first section and led the eventual winners by

seven seconds at the break.

Hughes-Jones/Williams then cleaned the second half to pass Roberts/Jones to secure victory. The Toyota pair dropped 21 more seconds before the end.

A broken rear shock absorber bush on their Satria slowed Baz Green/Matthew Vokes in the second half. They had been in third place at petrol but fell to fourth behind previous

Farrington winners Ian Lloyd/Cyril Jones by the finish.

Mark 'GT' Roberts/Ryan Griffiths were disqualified after failing a noise check, while Declan Mason/Jamie Mills withdrew at petrol as the power steering on their Ford Puma failed.

Allowing competitors to share cars meant that the battle for the win on the Bonfire Targa was between Gary and Bradley White

and Bradley and Gary White, with the former crew taking victory by just 10s after leading throughout the event. David Smalley/Will Brown recovered from 15th place after Test 1 to claim the final podium position.

Results
Farrington Trophy Rally
Organiser: Clwyd Vale Motor Club
When: October 15-16 **Where:** North East

Wales **Championships:** ANWCC Route: 120 miles **Starters:** 50.
1 Arwel Hughes-Jones/Dylan John Williams (Ford Escort) 2m03s; 2 Iwan Roberts Jr/Michael Penrhos Jones (Toyota Corolla T Sport) +14s; 3 Ian Lloyd/Cyril Jones (Ford Escort); 4 Baz Green/Matthew Vokes (Proton Satria); 5 Alun Pierce Jones/Alun Haywards (Ford Escort); 6 Chris Hand/Darren Ikin (Ford Sierra); 7 Carwyn Madoc Jones/Gwynndaf Evans (Ford Fiesta); 8 Kevin Peacock/Gerald Davies (Ford Escort); 9 Heath Griffiths/Dylan Griffiths (BMW 318Ti Compact); 10 Chris Way/Ian Clapham (Honda Civic). **Class winners:** Jones/Hayward; Way/Clapham.

Bonfire Targa
Organiser: Chelmsford Motor Club
When: October 16 **Where:** Debden Airfield
Tests: 11 (15 test miles) **Starters:** 76.
1 Gary White/Bradley White (BMW 318Ti) 28m53s; 2 Bradley White/Gary White (BMW 318Ti) +10s; 3 David Smalley/Will Brown (Vauxhall Corsa); 4 Mark Peterson/Jim Bowie (MG ZR); 5 Adrian White/Lewis White (BMW 318Ti); 6 Gavin Rogers/Derek Rogers (Ford Escort); 7 Matt Endean/Dave Leadbetter (MG ZR); 8 Tony Clements/Louise Clements (Skoda Fabia VRS); 9 Alan Coombs/Andy Bainbridge (Renault Clio); 10 Andy Bainbridge/Alan Coombs (Clio). **Class winners:** Smalley/Brown; Toby Carter/Sam Carter (Citroen Saxo).

DANSPORT HISTORIC RALLY HRCR: MATLOCK MOTOR CLUB BY PAUL LAWRENCE

OCTOBER 22-23

HAYGARTH SPLASHES TO DANSPORT SUCCESS IN THE DOWNPOUR

After an evening and a day of tough competition across a rain-soaked Peak District, John Haygarth and Martin Taylor won the Dansport Historic Rally in their Opel Kadett.

Competing together for the first time, experienced competitors Haygarth and Taylor rose to the challenge of a tough event from Matlock Motor Club for the penultimate round of the MN-supported HRCR Clubmans Rally

Championship. It all started with a tricky night section through the Derbyshire lanes on Saturday evening, before a full day of regularity sections and special tests on Sunday.

Heavy and persistent rain through Sunday morning made conditions very slippery, with lots of standing water all over the roads. Despite getting baulked by a non-competing car on the final regularity section Haygarth and Taylor still had

more than three-quarters of a minute in hand at the finish to see off the challenge of the Toyota Corolla of Lee Powley and Brian Goff.

As ever, Powley had been exuberant, notably on the special tests. "Absolutely brilliant," he said. "Fantastic day: what a route!" A puncture between the last two tests failed to slow them down.

Another crew to meet a car at a tricky moment on a regularity

section were third placed Dan Willan and Niall Frost in their Volvo PV544. They lost around a minute but were still able to finish third overall and secure the HRCR title. "That was a tough event," said Willan. "We've been lucky with traffic all year, until today," he added.

A fine fourth went to the Mazda MX-5 of Dan and Nick Darkin while John Dunning and Henry Carr rounded out the top five in their Ford Escort

RS2000. John Abel and Iain Tullie had led at the end of Saturday evening in their Ford Escort but slipped back to an eventual sixth during Sunday.

Results
Organiser: Matlock Motor Club **When:** October 22/23
Championships: MN/HRCR Clubmans **Starters:** 57
1 John Haygarth/Martyn Taylor (Opel Kadett) 18m09s; 2 Leigh Powley/Brian Goff (Toyota Corolla) +48s; 3 Dan Willan/Niall Frost (Volvo PV544); 4 Dan Darkin/Nick Darkin (Mazda MX-5); 5 John Dunning/Henry Carr (Ford Escort); 6 John Abel/Iain Tullie (Ford Escort); 7 Steve Head/Graham Raeburn (Ford Escort); 8 Graeme Cornthwaite/Lynsey Proctor (Morris Mini); 9 Jason Stone/Daniel Stone (Ford Escort); 10 Ian Crammond/Matthew Vokes (Mercedes 280S). **Class winners:**



Haygarth splashed to win

Willan/Frost; Dunning/Carr; Powley/Goff; Cornthwaite/Proctor; Simon Malins/Suzanne Barker (Hillman Hunter); Hugh Carnish/David Bell (Ford Fiesta); Darkin/Darkin; Andrew Parr/Oli Waldock (Mini Cooper S); Phil Cheek/Chris Rhodes (Hillman Avenger); Matt Smith/Phil Cottam (VW Golf GTI).

TWYFORD WOOD STAGES: MID DERBYSHIRE MOTOR CLUB BY PETER SCHERER

OCTOBER 22

RENSHAW MOVES AHEAD OF ROWE AT TWYFORD WOOD SHOWDOWN

It was certainly a rally of two halves in Twyford, with Andy Rowe and Cat Lund (Mitsubishi Lancer E2), setting fastest times on the first two stages to head Craig Renshaw/Mick Jonsson (Subaru Impreza) by 21 seconds.

Rowe still had a lead of 18s at half distance, but from there Renshaw began to claw back the deficit to take a 22s victory,

having hit the front on the penultimate stage.

Jonathan Lightbody and Dane Chapman (Subaru Impreza) were third all day, but after being just one second behind on the opener, the Impreza of Dave Welch and Steve McNulty broke a bottom joint on stage two.

Wayne and Archie Larbalastier (Mitsubishi Lancer E3) were

briefly up to fourth until problems on stage three, which left the Lancer E4 of Dave Hornbrook and Ann Forster holding the place for the rest of the day.

James Crosland and Corey Powell-Jones (Ford Escort) were never out of the top six and held onto fifth place from stage three as well as winning their class.

The Class 3-winning Escort of Richard Warne and Chris Deal rounded off the top six.

Eighth-placed Peter Outram/Mick Munday (Escort) topped Class 4 from Craig and Dale Burgess (BMW 316i), while Jason and Jake Simms (Ford Fiesta) were second in Class 4 and completed the top 10.

Results
Organiser: Mid Derbyshire MC **When:** October 22 **Where:** Twyford Wood, Lincs **Championships:** AEMC, ANEMMC, ANWCC, EMAMC. **Stages:** 8 **Starters:** 34
1 Scott Renshaw/Mick Jonsson (Subaru Impreza) 1h27m42s; 2 Andy Rowe/Cat Lund (Mitsubishi Lancer E2) +22secs; 3 Jonathan Lightbody/Dane Chapman (Subaru Impreza); 4 Dave Hornbrook/Ann Forster (Mitsubishi Lancer E4); 5 James Crosland/Corry Powell-Jones (Ford Escort Mk2); 6 Richard Warne/Chris Deal (Ford Escort Mk2); 7 James Easson/Jack Hall (Ford Fiesta); 8 Peter Outram/Mick Munday (Ford Escort Mk2); 9 Craig Burgess/Dale Burgess (BMW 316i); 10 Jason Simms/Jake Simms (Ford Fiesta). **Class winners:** Paddy Homan/Tom Homan (Ford Puma); Crosland/Powell-Jones; Warne/Deal; Outram/Munday.



Renshaw on a charge

SPORTING SCENE NEWS

Photos: Ant Jenkins, Colin Casserley, Kevin Hutch

BRISCA F2 ROUND-UP

Guinchard moves in on National Points prize



Guinchard: more glory

Charlie Guinchard continued his fine form in BRISCA Formula 2 stock cars with another win at King's Lynn, his third at the track this year, taking another step towards the National Points Series title in the process.

Guinchard tracked chief rival Dave Polley as they worked their way through the field in the opening half of the race, unable to make a move stick, before passing the World champion as they negotiated a pile-up. Rob Mitchell hit the front after a caution period but Guinchard blasted him wide at the start of the final lap before withstanding Polley's last-bend challenge. Andrew Palmer and earlier leader Michael Wallbank were third and fourth as Mitchell crawled home fifth.

At Cowdenbeath, Gordon Moodie had to withstand a fightback from Mika Millar, which ended with the latter in the wall, before going on to claim another victory on a greasy track. Steven Burgoyne prevailed in a fierce battle for second with Liam Rennie and John Hogg.

On a wet track at Taunton, Cornishman Joe Marquand quickly hit the front after a caution period, then extended his lead through back-marking traffic. Marquand eventually won by a third of a lap from Aaron Vaight and Paul Rice.

Mark Paulson

Results
Organiser: Trackstar **When:** October 23
Where: Adrian Flux Arena, King's Lynn
Starters: 49.
1 Charlie Guinchard; 2 Dave Polley; 3 Andrew Palmer; 4 Michael Wallbank; 5 Rob Mitchell; 6 Ben Lockwood; 7 Daz Shaw; 8 Levi Nicholson; 9 Charley Tomblin; 10 Bart Verhoef.

Organiser: GMP Scotland **When:** October 22 **Where:** Cowdenbeath Raceway **Starters:** 13.
1 Gordon Moodie; 2 Steven Burgoyne; 3 Liam Rennie; 4 John Hogg; 5 Gregor Turner; 6 Peter Watt; 7 Marc Fortune; 8 Emma Mellis; no other finishers.

Organiser: Buxton Raceway **When:** October 22 **Where:** Buxton Raceway **Starters:** 28.
1 Harley Thackra; 2 Greg McKenzie; 3 Steve Smith; 4 Aidy Whitehead; 5 Stuart Wright; 6 Colin Gregg; 7 Adam Palling; 8 Michael Johnston; 9 Michael Green; 10 Amy Webster.

Organiser: Spedeworth/Incarace **When:** October 23 **Where:** Hednesford Hills **Starters:** N/A
1 Jamie Jones; 2 Billy Webster; 3 Ben Bate; 4 Stuart Wright; 5 Amy Webster; 6 Ben Farebrother; 7 Paul Bailey; 8 Josh Walton; 9 Mark Gibbs; 10 Adam Palling.

Organiser: Autospeed **When:** October 23 **Where:** Smeatharpe Stadium, Taunton **Starters:** 52.
1 Joe Marquand; 2 Aaron Vaight; 3 Paul Rice; 4 Steven Gilbert; 5 Craig Driscoll; 6 Matt Linfield; 7 Paul Moss; 8 Dale Moon; 9 Charles Lobb; 10 Richard Andrews.

BTRDA RALLYCROSS: KNOCKHILL BY HAL RIDGE

OCTOBER 23

BLEASDALE GETS HIS REWARDS WITH ANOTHER BTRDA VICTORY



Bleasdale was finally crowned

Fog disrupted the final round of the BTRDA Clubmans Rallycross Championship at Knockhill in Scotland but didn't halt proceedings altogether, as Vauxhall VX220 driver Darren Bleasdale stormed to another victory in the SuperModified division to secure the overall crown.

Bleasdale led the headline two-wheel-drive category from the start of the final, having qualified on pole position was never headed, en route to a maximum season points haul to wrap up the Gold Star title, a year after his brother Jason secured the same crown, indeed racing the same car.

The foggy conditions at the Scottish venue meant practice was held behind a course car, the opening heats were delayed and the SuperFinal didn't get done before visibility rescinded at the end of the day. Otherwise, the all-important finals took place.

In the last SuperModified race of the year, Stanley Bovill kept winner Bleasdale on his toes to the end, while Todd Crooks finished third with his BMW Mini and fourth position was enough for Citroen C2 racer Darren Scott to take the SuperModified title, the crown vacant as Bleasdale took overall honours.

Fellow Citroen C2 drivers

Phil Chicken and David Watt retired during the qualifying stages. Richard Moore made his debut in his new Mercedes SLK, but an engine misfire and gearbox issue meant he elected to continue development rather than risk further damage on track.

Once again providing some of the best racing of the event, Lee Wood won the Classic final from pole position, but behind, Cumbrian farmer David Ewin delivered one of his best-yet performances. Ewin qualified on the front row for the final with his Mitsubishi-powered rear-wheel-drive Ford Fiesta, then battled with Davy Crockett for the runner-up



Lee Wood won an intense Classic final in his Escort

spot, just missing out on the position by a tenth of a second.

Peugeot 205 racer Jamie McBain had also started on the front row and initially led into Turn 1, but for an electrical issue with his car to dump him out of victory contention.

In the final preparation for competing in Junior Cross Car at the Motorsport Games in France next week, Corey Padgett won the Junior final from the front on track, but was penalised for Turn 1 contact, meaning that new champion Owen Robbins, who had passed local driver Finley Scott during the race for second, claimed the win. Padgett was classified second.

In the FIA Cross Car class, David Attiwell won the final ahead of Luke Holly. Charley Moroney secured the Production crown with a lights-to-flag win, while Andrew Hawkes won the BMW Mini final just ahead of Abbie McGuinness and claimed the crown. Alex Fletcher won the Modified final, and the class championship.

Results
Organiser: DDMC **When:** October 23
Where: Knockhill, Fife **Starters:** 39
Round 7: Super Modified: 1 Darren Bleasdale (Vauxhall VX220) 4m12.069s; 2 Stanley Bovill (Escort) +2.360s; 3 Todd Crooks (Mini); 4 Darren Scott (Citroen C2); 5 Richard Moore (SLK). **Production:** Charley Moroney (Citroen Saxo). **Junior:** Owen Robbins (Suzuki). **Modified:** Alex Fletcher (Civic). **BMW Mini:** Andrew Hawkes (Mini). **Classic:** Lee Wood (Escort). **FIA Cross Car:** David Attiwell (Ya Car)

Photos: Tom Banks

BRISCA F1: KING'S LYNN BY COLIN CASSERLEY

OCTOBER 22

FINNIKIN WINS AGAIN BUT FIRE RUINS THE DAY

Craig Finnikin kept up his winning streak with his second-consecutive win on shale. It marked his fourth final win out of the last five meetings on the loose surface.

However, the winner's joy was soured in the meeting-ending allcomers race, when he retired from the event after a ball of fire exploded from the engine bay.

The alarmed racer said: "I hope it is not as bad as it sounded and looks."

Veteran driver Geoff Nickolls lead the early laps of the final with Dutchman Niels Tesselaar quickly moving through the field into second with Finnikin in third. Further back, shootout contenders Tom Harris, Frankie Wainman Jr and Mat Newson tangled coming off Turn 2. Wainman's machine rode the wall and Newson's

suffered significant damage, sidelining them from the race.

Up front, Tesselaar nudged his way into the lead only for Finnikin to barge into the top spot with three laps to go. Harris recovered to biff Tesselaar wide on the final circuit to claim second.

Finnikin said: "Tesselaar was very quick, and I had trouble catching him, but he got held up in traffic and I closed about three car lengths in one turn, and that gave me my chance. I had to deal with him straight away and barged him wide. I had brake problems in my heat, but we worked on it and the car was a lot better in the final."

Second-placed Harris said: "I race to win and focus on my driving, so I didn't see what happened to Wainman, and Newson. I was more concerned about where Finnikin was, he is starting



Finnikin kept up his hot streak in the main race, but later it was all a bit too hot...

in front of us shootout drivers and has a bit less to deal with that we have!

"I would like to be standing on the podium where Finnikin

is, but I had a couple of hits from Lee Fairhurst and I rode the wall, so I am happy to finish second. It keeps me on track to win the shootout."

Results
Organiser: Trackstar, BriSCAF1 **When:** October 22 **Where:** King's Lynn **Starters:** 43
1 Craig Finnikin; 2 Tom Harris; 3 Niels Tesselaar; 4 Bobby Griffin; 5 Tyrone Evans; 6 Lee Fairhurst; 7 Callum Gill; 8 Danny Wainman; 9 John Dowson Jr; 10 Willie Skoyles.

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HISTORICS

DOWN THE PUB

SCOTT RAWLINSON

Historic FF racer

Age: 40 Lives: Ellesmere Port



Rawlinson: Formula Ford fan

He started at Oulton Park
"I went to Oulton Park one day for a charity event for the hospices of Cheshire and there was a simulator upstairs. All proceeds went to charity so I had a go. There was a little competition going on and I won it and got a free ride at the circuit, which is where I first met David Bailey, who now runs my car."

He looked at FF1600
"So we got chatting and I saw him a couple of times at some Northern meetings and I said I'd like to do a testing programme. That was really where it started and I did a few test days and then made my debut in North West Formula Ford. It was in a Van Diemen RF85."

He was drawn to historic racing
"I did a few seasons but ever since I started racing I wanted to do historics. I spent many years as an avid spectator and I nearly moved abroad to Canada, which all fell through the last minute. I had two dreams. One was to live abroad and one was to go racing. So one out of two isn't bad!"

He enjoys the historic scene
"To be a part of the HSCC package is something special. Nigel Grant built the Merlyn and I've been with David since day one. It's a great place to be and I consider them more family than just the race team. It's a great craic. Last year was the first year but it was cut short because of my accident. I just aquaplaned on a test day at Cadwell Park, down the pitstraight and into the barriers. I had only minor bruising but the car took the brunt of it and I did a lot of damage. That was after only two meetings."

This year has gone well
"To be fair, things have gone better in 2022. I set myself a target of finishing in the top 10 in the championship by the end of the year and I finished seventh, so I'm really pleased with this year. I've had a lot of good days and I've absolutely loved it. I started my racing career late so I always feel like I'm making up for lost time."

BTCC ACE MORGAN TO SHARE FORD MUSTANG WITH HIS DAD

Tin-top racer swaps to a mighty flying Ford for 'fun' outings with the old man

By Paul Lawrence

British Touring Car Championship racer Adam Morgan and his father Russell at Silverstone 10 days ago made their debut in a 1965 Ford Mustang, which they plan to race on free weekends away from Adam's tin-top campaign.

Adam Morgan said: "It was built two or three years ago, and we've had it since April, but we'd only tested it once at Oulton Park before we went to Silverstone."
For Russell, it was a first race for around 25 years, as he believes his last race outing was in about 1997 in a Marcos Mantis GT car. "It's OK in the dry, but in the wet it feels like it is trying to kill me," said Russell.
"It's been quite busy lately,"



The Morgans will race a Mustang

said Adam. "So this is just for some fun. The BTCC is my passion but the weekends are very intense. So this is just a chance to have a fun day racing with dad. I love historic racing."
Looking ahead, they hope to

be able to race the Mustang at Classic Silverstone and would love to be invited to take the car to Goodwood. Before Adam embarked on his BTCC career, father-and-son competed in historic rallying with a pair of Ford Escort Mk1s.

They also have a historic Mini in build, which should be ready for 2023. Adam raced in the Mini 60th Anniversary race at the Silverstone Classic in 2019 and said it was the most fun race he'd ever done after taking victory.

HISTORIC FORMULA 2 CHAMPIONS CONFIRMED



Robert Simac won the title in his ex-Jean-Pierre Jaussaud car

The champions in the Historic Formula 2 International Series have been confirmed after a season of races across Europe. Robert Simac (France), Martin Bullock (Australia), Roland Wiltschegg (Austria), Matt Wrigley (GB) and Steve Weller (Australia) are the five class champions as more than 60 drivers, from at least 10 countries, took part.
For Simac it was an eighth Class A title in nine years with the ex-Jean-Pierre Jaussaud

March 712. Bullock also had a great summer season in Europe racing Bob Birrell's March 72B to win Class B. However, Bullock was only two points ahead of the March 722 of French racer Olivier Huez.
Austrian racer Wiltschegg took his Chevron B39 to the Class C title, while the very rapid Wrigley topped Class D in his March 782 despite stiff opposition from the similar cars of Martin Wood and Matthew Watts.

BUMPER ENTRY GATHERING FOR RALLYE PRESCOTT

More than 70 cars in competition and another 20 taking part in demonstration runs will feature at Rallye Prescott on Saturday, November 5.
The Gloucestershire hillclimb venue will be turned over to rally cars for the day, with two timed runs in the daylight (from 1200hrs) and two in darkness (from 1700hrs) to bring night

time competition to the venue for the first time in 80 years.
A wide range of rally cars, including a Metro 6R4 and Ford Escort Mk2s, will run in competition while demo runs from the Slowly Sideways group will feature Group B cars including Ford RS200s, a Peugeot 205T16 and an Audi Quattro E2.



Famous rally machines will tackle the Gloucestershire hill

BUCKTON ON TRACK AT 16 YEARS AND THREE DAYS OLD



Buckton kept up the family tradition

Three days after his 16th birthday, Oliver Buckton made his race debut at Silverstone in an Elden Mk8 in Historic FF1600. The car is run by his family's Mk8 Motorsport operation and Oliver is the grandson of Derek

and the nephew of James, both experienced racers. He had to get his race licence sorted out very quickly with help from Motorsport UK, having taken his ARDS test about a month earlier.
Oliver had driven the

Elden at Blyton and then tested at Silverstone on the Friday of the race weekend and achieved his aim of two finishes in a large and competitive field. He hopes to race more regularly next season.

IN BRIEF

McLaren is back
Marcus Black has brought a McLaren M1B back to racing after discovering the car in America four years ago. It has since been rebuilt over a three-year period by the Autotune team, with a period-correct Oldsmobile engine, and was ready to run at the Goodwood Revival. Black, who has done most of his racing in vintage cars, said: "It's lovely to drive, but it's not been used for a very long time and it was in a sorry state when we found it."

Wheldon's 762 rebuilt
Prototype and Radical racer Rob Wheldon was back in the Historic Formula 2 March 762 of Keith Bisp for a recent test at Silverstone after a major rebuild. The car was badly damaged in a shunt at Brands Hatch in July and Rob Wainwright built a new tub for the March after Wheldon went off at the top of Paddock Hill Bend. "It's all rebuilt and ready for a shakedown," said Wheldon of the 1976 single-seater.

McDonough's title
Racer and writer Ed McDonough has won the BARC Speed Championship Classic Cup after a long season of hillclimbs and sprints in his Formula Ford Dulon MP15. McDonough finished the season with another class win at Curborough earlier this month as Mike Edwards and Stephen Akers finished second and third in the Classic Cup in their Minis.

Harrison Junior
Samuel Harrison made a winning Formula Junior debut at Silverstone recently to add to a season that has taken in Historic Formula Ford, Historic Formula 3 and Formula Atlantic. With Michael O'Brien getting a late deal to race in British GT at Donington, Harrison took over O'Brien's Brabham BT6 for the weekend for the Speedsport team. "It's really good fun," said Harrison, who has his own ambitions to graduate into GT racing in the future.

Goodwood dates
The dates for the three major events at Goodwood next season have been confirmed, starting with the 80th Members Meeting over the weekend of April 15-16. The Festival of Speed will run from July 13-16 while the Goodwood Revival is scheduled for September 8-10. Already announced for the Members' Meeting is the SF Edge Trophy for Edwardian cars, which has been a popular element of the event for several years now.

Lotus 23B returns
Nic Carlton-Smith gave his Lotus 23B its first race at Silverstone recently when he shared it with Sam Wilson in the Guards Trophy. As a double Formula Junior champion, Carlton-Smith has added the Lotus sports-racing car to his stable and ran it in at Turweston airfield before the Silverstone weekend. "It's not raced for at least six years," said Suffolk-based Carlton-Smith.

RALLY REPORTS

Photos: Ben Lawrence

CARLISLE STAGES: BRITISH HISTORIC RALLY CHAMPIONSHIP BY PAUL LAWRENCE

OCTOBER 22

GREHAN TAKES HISTORIC CROWN AGAINST THE ODDS IN A BORROWED CAR



Grehan signed off with a dramatic win



Newcomer Tom Walster was a star

Henri Grehan and Dan Petrie not only won the final round of the BHRC on the Carlisle Stages, but they also claimed the 2022 championship title after a stellar season.

The Ludlow crew went head to head with Matt Edwards and Hamish Campbell in the Fiat 131 in the deciding round in Kielder but when the Fiat stopped with an electrical gremlin, Grehan and Petrie were secure as not only historic event winners but as the new champions. Had Edwards won, Grehan needed a top-four finish among the BHRC registered crews, but with the Fiat out Grehan and Petrie were champions with two stages still to run.

However, this was far from straightforward for Grehan, as late problems with his own Escort forced him to switch to the borrowed Ford Escort Mk2 of friend and club mate Alan Walker. With minimal time in the car, Grehan took on the challenge of Kielder and drove superbly to finish half a minute clear of the rest of the field. His total time for the six stages would have put Grehan into the top six four-wheel-drive cars.

Grehan said: “We had a game plan and we stuck to it. We knew Matt was going to be

quick but we wanted to be ready if he had any issue. We knew any position up to fourth was enough for the title but I didn’t want to go out thinking we’ll take fourth. We had a moment on the first corner of the first stage, which woke me up and we were OK after that. Alan Walker is a legend to lend me his car!”

That first stage in Buck Fell set the tone for the day. It was raining steadily and mist hung over the higher parts of the 8.5-mile stage, which was ready to punish anyone not showing the respect that this forest complex demands.

Edwards, of course, was gutted with how things panned out. He had to win the rally to stand a chance of stealing the title at the death and was on target for victory. He built a 16-second lead over Grehan across the first three stages in a wet, slippery and menacing Kielder. However in SS4, the second run of Buck Fell, the Fiat cut out on a downhill section and refused all attempts to get it started again until too much time had been lost. It mirrored the problem suffered by Nick Elliot in his Fiat on the previous round, the Trackrod Rally, and Edwards was left to rue missing one round and non-finishes two others.

Edwards said: “We were in a nice rhythm, taking no risks at all. Then in stage four, it just cut out completely and died. Twenty minutes later it started and we drove it back to service.”

Grehan was flying in the borrowed car, albeit without taking too many big risks, and he brought the car home with 32s in hand over impressive historic newcomer Tom Walster who had Glyn Thomas on the notes. They finished a remarkable second in their first time out in an ex-Baz Jordan/Geoff Jones Escort Mk2. The big grin at the finish told the story and Walster said: “I’ve not driven rear-wheel drive before and I’ve not been in the woods for seven years. I’ve loved every minute of it.”

Making a welcome return to the BHRC for the first time since rolling out of Rally North Wales in March, Adrian Hetherington and Ronan O’Neill were a strong third overall. However, they lost time on the first loop of stages with a fairly serious misfire. “We changed the plugs and coil at service and that seemed to fix it,” said the Irishman.

Another driver struggling through the morning stages was Robert Gough who, with late

stand-in co-driver Jack Bowen, ended the day fourth. Having battled to get the car to turn in through the morning on the wet and slippery stages, a better afternoon took them to within 19s of Hetherington, and kept them nine seconds clear of Richard Jordan and James Gratton-Smith in their Escort Mk2

Driving with an injured wrist, Jordan’s main drama was a long ditch moment early in the re-run of Buck Fell, from which he was fortunate to escape. Another highly creditable performance came from Ben Jemison and Dave Jackson, who got Jemison’s Vauxhall Chevette into the top 10 for one of its best results so far.

Apart from Edwards, other significant retirements included Steve Bannister and Callum Atkinson, who didn’t even reach the start of the first stage before their Escort expired. Barry Stevenson-Wheeler and John Pickavance were another to fall foul of a ditch in the second running of Buck Fell, but later drove their largely undamaged Escort Mk2 back to service. Out of luck were Barry Jordan and Arwel Jenkins who were out as early as the second stage with a blown engine in their Hillman Avenger.

RESULTS

Carlisle Stages When: October 22

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Henri Grehan/Dan Petrie	Ford Escort Mk2	44m54s
2	Tom Walster/Glyn Thomas	Ford Escort Mk2	+32s
3	Adrian Hetherington/Ronan O'Neill	Ford Escort Mk2	+1m02s
4	Robert Gough/Jack Bowen	Ford Escort Mk2	+1m21s
5	Richard Jordan/James Gratton-Smith	Ford Escort Mk2	+1m30s
6	Chris Skill/Graham Wild	Ford Escort Mk1	+2m24s
7	Josh Carr/Richard Wardle	Ford Escort Mk1	+3m04s
8	Warren Philliskirk/Garry Green	Ford Escort Mk1	+4m10s
9	Ben Jemison/Dave Jackson	Vauxhall Chevette HSR	+4m59s
10	Phil Squires/Mick Squires	Ford Escort Mk2	+5m06s

Class winners: B4: Bob Bean/Mike Curry (Ford Lotus Cortina); C3: Carr/Wardle; C5: Skill/Wild; D3: Dave Forrest/Jamie Forrest (Ford Escort Mk2); G2: David Pedley/Grace Pedley (Ford Escort Mk2).



An early misfire thwarted Adrian Hetherington's hopes

CLASSES

Skill claimed Category 1

A fabulous sixth overall ensured Category 2 victory on both the rally and the championship for Chris Skill after an exemplary performance, this time with Graham Wild alongside.

“Fantastic,” said Skill of his day. However,

they could never relax as their rivals Josh Carr and Richard Wardle, were only 40 seconds back at the end after another mighty performance in their Pinto-engined Escort Mk1.

In the competitive category, Warren

Philliskirk and Gary Green were only a little further back in third with their Escort Mk1.

Class D3 for the Pinto-engined Escort Mk2s went to Dave and Jamie Forrest after another strong performance while Carr and Wardle

were resounding winners of Class C3. G2, the class for cars running to FIA Appendix K, went to the busy pair of David and Grace Pedley in their Ford Escort Mk2.

The venerable Bob Bean and co-driver Mike Curry took

Category 1 once again in their Ford Lotus Cortina, with Bob’s only real concern during what he called a brilliant day was the fact that his driver’s door popped open a couple of times in the last stage.

RALLY REPORTS

Photos: Ben Lawrence

CARLISLE STAGES: SCOTTISH RALLY CHAMPIONSHIP BY ALASDAIR BECK

OCTOBER 22



Payne battled the conditions throughout



Petch was happy with his second spot

PAYNE SETS THE PACE ON A HIGHLY TRICKY KIELDER FOREST CHALLENGE

Elliot Payne and Patrick Walsh won the modern section of the Carlisle Stages Rally by 39 seconds from Stephen Petch and Michael Wilkinson at the end of the rally, but that didn't tell the whole story of a day in Kielder.

Six stages made up the day with service after three, with rain falling heavily for most of the event. Payne and Walsh had spent the opening loop swapping times with fellow Fiesta Rally2 crew David Henderson and Chris Lees. The Galloway Hills and Trackrod winners headed into the mid-way service with a seven-second lead over the rest of the field after a very clean morning. The Fiesta crew was doing all it could to give Lees the Scottish co-driver's title.

Payne and Walsh were happy in second, using the event to test different tyre compounds before this weekend's Cambrian Rally. At service they were 35s clear of Petch and Wilkinson, who were delayed with a slow puncture in SS3.

A further seven seconds back, Angus Lawrie and Paul Gribben were continuing their good form from the Galloway Hills. Having already wrapped up the Scottish Challengers title

Lawrie was feeling no pressure and had 15s over the Proton Satria Evo of Mark McCulloch and Michael Hendry. The Proton crew dropped time on the third stage with a badly slipping clutch and hoped to bodge a solution together in service.

The Hyundai i20 of John Wink and Neil Shanks was another six seconds back but unimpressed with a slow start by their standards. They were just two seconds ahead of the Subaru Impreza of Jock Armstrong and Cameron Fair. The Impreza limped into service with a broken front bottom arm that amazingly hadn't put them out of the event. Luckily, they had the spares they needed to keep going.

Michael Binnie and Claire Mole had started very steadily after two accidents in two events. Eighth at service wasn't going to be enough for Claire to take the Scottish co-driver's title and they were looking to step things up in the afternoon. That left them just in front of the battle for top two-wheel drive. The Ford Escort Mk2s of Stuart Egglestone/Brian Hodgson and John Crawford/Josh Davison were separated by just five seconds after three stages.

As the crews headed back out for the final three stages there

was drama for the rally leaders. Henderson and Lees dropped to sixth with a puncture in stage four. Worse was to come in SS5 when the Fiesta slipped off the road and into a gentle roll, thankfully without major damage or injury but ending Lees' title hopes.

That left Payne and Walsh in charge, and they continued their tyre test without risking damage to the car, allowing Petch and Wilkinson to be only 39s back by the finish. Highlight of the day for Petch was fastest-equal time in stage five and both Fiesta crews were fairly satisfied with their day's work.

With the Impreza's suspension repaired, Armstrong and Fair were back on the pace after a couple of set-up tweaks. Two second-fastest times and a fourth moved them into third overall and top Scottish Rally Championship crew. This result left Fair and Claire Mole tied on points in the Scottish co-driver's championship and it took a count back before Fair was awarded his first Scottish title based on the number of maximum scores.

Lawrie and Gribben maintained their solid pace all the way to the finish, taking a fantastic first SRC podium, only nine seconds away from the

Impreza. Behind them, Wink and Shanks were another crew to up their pace in the afternoon. The i20 finished the event just one second behind the Mitsubishi and marked a nice return to the SRC podium for Wink and Shanks after a difficult 2022.

Binnie and Mole were over a minute back in sixth and a little disappointed at Claire losing out on the Scottish title but still happy to both be second in the championship after a very impressive year.

Egglestone and Hodgson retired in SS4 with the Escort beached but undamaged after a muddy moment, leaving Crawford and Davison to take the top two-wheel-drive honours. It was one of their best drives in the Escort since their return to rallying, 34s clear of the Impreza of Paul Britton and John McElhinney.

Robert Adamson and Jamie Edwards rounded off their Scottish championship season with a solid ninth overall in their Fiesta, ending the event just seven seconds ahead of McCulloch and Hendry. The Proton crew rounded out the top ten despite a nightmare of an afternoon, with clutch problems continuing despite several attempts to improvise a solution.

RESULTS

Carlisle Stages When: October 22

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2	42m41s
2	Stephen Petch/Michael Wilkinson	Ford Fiesta Rally2	+39s
3	Jock Armstrong/Cameron Fair	Subaru Impreza	+1m07s
4	Angus Lawrie/Paul Gribben	Mitsubishi Lancer E9	+1m16s
5	John Wink/Neil Shanks	Hyundai i20 R5	+1m17s
6	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+2m19s
7	John Crawford/Josh Davison	Ford Escort Mk2	+3m17s
8	Paul Britton/John McElhinney	Subaru Impreza N16	+3m51s
9	Robert Adamson/Jamie Edwards	Ford Fiesta Rally2	+4m11s
10	Mark McCulloch/Michael Hendry	Proton Satria Evo	+4m18s

Class winners: Robert Tonge/Sean Newlands (MG ZR); Barry Lindsay/Caroline Lodge (Peugeot 206 Cup); Keith Riddick/Mairi Riddick (MG ZR); Craig Smith/Charles Mackenzie (Vauxhall Astra); Crawford/Davison; Jordan Anderson/Michael Cruickshank (Subaru Impreza); Britton/McElhinney; Armstrong/Fair; Douglas Menzies/Graeme Menzies (Ford Escort Mk2); Jim Robertson/Colin Maxwell (Ford Escort Mk2).



Jock Armstrong managed to overcome car trouble

CLASSES



Crawford and Davison were seventh overall

Jordan Anderson and Michael Cruickshank took the Class 7 win and were a creditable 12th overall in their Subaru Cup-specification Impreza, beating many more developed four-wheel-drive cars in the process.

With the organisers

choosing to run two-wheel-drive cars at the front of the field in reverse seeded order, there were many crews enjoying the experience of running on cleaner roads.

With John Crawford and Josh Davison topping the rear-wheel-

drive finishers, the hard-charging Barry Lindsay and Caroline Hodge were the first front-wheel-drive car home and a creditable 16th overall in their Peugeot 206 Cup Car. They were 36s up on third two-wheel-drive crew, Paddy Munro and

David O'Brien. The crossflow powered Escort enjoyed the slippery conditions, particularly if they were going downhill. Keith and Mairi Riddick were fourth two-wheel-drive car home, and the MG ZR crew did enough to take the M3 class title in the SRC.

The closest two-wheel-drive class battle was over Class 11. The Mk2 Escort of Douglas and Graeme Menzies took victory by 38s from the Chrysler Sunbeam of David McLeod and Eamonn Boyle in a result that gave McLeod the Scottish H1 class title.

FORMULA FORD FESTIVAL REPORT

IN BRIEF

Winners' woe

Defending Festival winner Jamie Sharp and twice-victor Niall Murray received Saturday setbacks when they tangled at Surtees disputing the lead of their heat. It put Sharp out of the heat while Murray recovered to seventh. Sharp told Motorsport News: "He just locked in wheels with me and it sent me round, and it took us both out." Murray said to MN: "The clerk of the course deemed it a racing incident, I think it was a little bit more 60-40."

Modern Moreno

The 1980 winner, and Formula 1 star, Roberto Moreno enjoyed competing in his second Festival in a row, this time in a modern Ray chassis with Graham Brunton Racing. However he didn't quite make the final, coming up short in the last chance race. Moreno also spent the weekend mentoring his 16-year-old Brazilian countryman Cadu Bonini, who made the final. "The experience again to drive with Formula Ford was fantastic," Moreno told MN.

Goossens glad

Marc Goossens, the 1991 Festival winner, was another to leave Brands Hatch with a smile on his face having reacquainted himself with the event. Goossens raced a Van Diemen RF80, in evocative Duckhams colours, that hadn't raced in 28 years and had been put together in the last three months. And Goossens got a trophy for his trouble, as he topped his class in the historic final, beating Festival perennial Rick Morris.

Jackson joy

Multiple historic single-seater champion Cam Jackson was a worthy second winner of the Brian Jones Memorial Trophy for winning the historic final. From pole he dropped down to third early on in his Van Diemen RF90 but fought back and passed Tom McArthur's RF86 at three-quarters' distance to win the restarted contest. "We always have a good race," Jackson said of his McArthur scrap.

Rivett relief

Defending Brian Jones trophy winner Matt Rivett's chances were ended in frightening fashion with a spectacular crash at Paddock on Saturday, getting airborne off the back of McArthur's machine. To everyone's relief Rivett confirmed on social media later he was shaken but otherwise OK. A herculean Simon and James Hadfield effort, with B-M Racing help, got McArthur back out to take historic final runner-up, win the last chance race and reach the grand final.



Rivett (51) launches off rival



Esterson took Festival trophy

ESTERSON'S UNFINISHED FESTIVAL BUSINESS

The GB3 returnee was never headed to go one better on his 2021 result after a final heavily truncated by rain and fading light. By **Graham Keilloh**

The sense of anti-climax was acute. The Formula Ford Festival is always keenly anticipated. And then in the weekend itself the contest builds to its natural crescendo of the grand final. Last weekend's 51st running did just that. That was until three laps into that final when the whole thing was called off and the result declared, thanks to the heavy intervention of rain at Brands Hatch.

The Festival's Sunday had long been anticipated to be wet, though while the morning's progression races were indeed run in sodden conditions the rain subsequently, against predictions, held off. That was until a few breaths into the final when it arrived suddenly in biblical fashion.

First the safety car was deployed, which was quickly followed by a red flag. And as the rain hammered down persistently there was the trouble too that, with the final run as the last race of the day, light was fading fast, a situation hardly helped by the leaden skies.

After about 15 minutes of stasis it was announced the race would not resume, on safety grounds, and the latest result of this famous event was based on the final's order after just two laps of racing.

Yet if the ending was unsatisfactory at least this Festival found a worthy winner, based on what happened up until that point anyway.

That worthy winner was the familiar face of Max Esterson. The reigning Walter Hayes Trophy champion was back in the Festival and Formula Ford, after a race-winning season in GB3, with self-confessed "unfinished business" to bag Festival victory as he narrowly missed out last year as runner-up having started the final 13th after a wrong tyre choice for the semi.

This time the 20-year-old American was, literally, never headed in his Ammonite Motorsport Ray chassis, as he led every one of his race laps, including in the truncated final that he headed from pole.

"It's by no means a fluke," Esterson insisted to Motorsport News of his Festival triumph. "I qualified first, won the heat and won the semi.

"I've kept it on track when it was fully wet with a completely dry set-up, so I did what I had to do.

"It's amazing, considering I haven't driven the car all year, I didn't expect to do this well. It was like I was never gone. And

the good news is we have the Walter Hayes in two weeks to get one more.

"I'm so happy for the team, two years in a row they've finished second before this so they needed this."

Esterson's Ammonite boss Andy Low concurred. "He led every lap so you can't really argue with that," he told MN. "He did a day a few weeks ago at Snetterton and three, four laps he was straight on it. He did so many laps in these cars last year it's like riding a bike isn't it?"

"He's only got better from last year, he's matured, he thinks a bit more about the correct areas and he's just a top guy.

"The pace across the whole team [this weekend] was brilliant, chuffed to bits."

It was another familiar face who got second place in the Festival: three-time Festival winner Joey Foster. He's sat out much of this season but lived up to his formidable form throughout this Festival weekend, in his Firman car that was performing well.

And come the final Foster, unlike

Esterson ahead, had gone for a full wet set-up and he thought, briefly, his gamble would pay as he hounded the leader ahead before the fight was called off. It denied him a big shot at his fourth triumph in this event.

Foster told MN: "It's almost a case of be careful what you wish for. We've been watching the weather forecast the last couple of hours and decided to go for a full wet set-up.

"The race started, spits and spots but no rain, actually managed to stay on with Max and I could feel the rain coming and thought 'here we go, we're on for a great run', Max started to slide around. And then of course, too much rain!

"It's a shame we didn't get to race, I'd have loved to have taken it to Max and have a chance of taking the win. I feel a bit robbed.

"[The weekend's] been great. Having Abdul [Ahmed] up there running in second in the semi-final in the other Firman is absolutely fantastic. It's great for the team because we've been working

"The win is by no means a fluke"

Max Esterson



Esterson was never headed at the event, and led the final from pole

Photos: Jakob Ebrey, Gary Hawkins

THE FESTIVAL'S SHORTENED FINAL

SHOULD RAIN AND BAD LIGHT HAVE STOPPED PLAY?

The Formula Ford Festival's inimitable sense of building excitement was, almost literally, washed away. In the already gloomy October late afternoon, a torrential storm arrived as cars were starting their third lap of the final. It led to the race being stopped and – eventually, with dark closing in – the result being based on two of the scheduled 20 laps. Not even two minutes' worth.

Winner Max Esterson supported the decision. "Honestly it's the right call, I'm not just saying that because I won," he told Motorsport News. "It's too dark, when we were behind the safety car I couldn't see a thing. All I could see is the blinding lights on my dash, it was that dark."

But the paddock mood more broadly was of sharp disappointment. Not surprising, as one of the UK racing calendar's most magnificent showcases – and the culmination of days of work and of outlaying significant resource –

was gone in one fell swoop. And while of course no-one can control the weather, plenty pointed fingers at the final's 1706hrs start time that was around an hour later than in preceding Festivals.

"It's been very disappointing," Team Dolan boss Bernard Dolan, one of many feeling peeved, told MN. "At the end of the day this is the flagship of 1600. You'd think all the years of the Festival, and then to be run the way it's been run today is a complete and utter farce."

"The Festival's always started at 1600hrs, and we've seen today why it starts at 1600hrs."

"Everybody knew this weather was going to come in and they should have changed the timetable today. This is the flagship for the whole weekend, the Festival final. Other classes could go on after 1600hrs."

Festival organiser the British Racing and Sports Car Club's chairman Peter Daly, who was competing in the event,

told MN: "With daylight closing down fast and night coming in there was no option [but to declare the result] as there was standing water on the track."

And he added that the 'hour later' start time was in fact illusory. "It would have been 1600hrs [in previous years] because the clocks would have changed [by then]," Daly explained. "It was the same time GMT: so today it was 1600hrs GMT, 1700hrs BST, because clocks change next weekend."

Another bone of contention was that under the red flag as all awaited the restart – that never came – on the now-sodden track, all were allowed to make changes to their cars. Much to the chagrin of those who in advance gambled on a wet set-up.

Dolan continued: "When it's red flagged it's parç ferme, you're not allowed to touch the cars. The CoC [clerk of the course] said for safety reasons [people could make changes].



Heavy rain and growing dark led to the final barely getting started

That doesn't matter, [in] 1600 set-up – we don't have wet tyres, it's the same tyres – it's the call we make before we go out. If it had restarted it would have caused an awful lot of angry people in the paddock.

"We're not F1, F3, F4, you don't declare a wet race. That's not in our rule book."

Daly retorted: "You're making the race safe for everybody, not just those that have got the good set-up. You can't run a

formula event with dry conditions when it could be wet. I know Formula Ford's slightly different but you wouldn't do that with wings and slicks.

"[What happened] breaks my heart as a Festival goer, but unfortunately that's the way of the world. We'll learn – every year we learn something from this. But it's 50 years and we've never had this problem before."

Graham Keillor



Moreno was back in the Festival

so hard this year on getting these cars right and getting them driveable for other people, that's been the main thing. And we proved that this weekend."

Kevin Mills Racing's Jordan Dempsey completed the podium, with driver and team once again having cause to rue foul Festival fortune. The newly crowned National champion Dempsey pointed out afterwards that in the blink-and-you-miss-it final, his fastest lap was some eight tenths faster than the rest, as he scampered from starting fifth to third in the brief running.

"We weren't judging it on the fact that there was thunder going [on the forecast], we were judging it on what we could see at that point in time, so we were kind of on a semi-dry, semi-wet set-up," Dempsey told MN. "But first few laps I was way quicker than the two guys in front of me, made a good first lap, got up to third, and I really felt like I had a real shot at the win."

"And even when the rain came down I was like right I'm just going to keep going for it, maybe the two lads in front will come together, because I knew Joey had a full wet set-up. But then they just called it."

"I came here on Wednesday and done all that testing for a three-lap final. It was bit of a waste of time, a waste of money."

It was indeed common among competitors to feel somewhat sore after this one, Esterson and Ammonite of course aside. But in most sports there is benefit from being the equivalent of the 'clubhouse leader'. And Esterson was emphatically that throughout all of this latest Festival's two days of competition.

SUPPORT RACES

Title favourites Jensen Brickley and Sid Smith confirmed their respective Fiesta senior and junior championship victories on the Festival support programme at Brands Hatch, but neither achieved a race victory on this decisive weekend.

Zachary Lucas was a triple winner in the senior championship, while points leaders Brickley and Alastair Kellett concluded their private battle with only one podium appearance each. Kellett finished ahead in both of the first two races, squeezing Brickley's points advantage, but their order was reversed in the finale to ensure that Brickley added the senior title to last year's junior triumph.

Luke Hilton was also a three-times winner on the road among the Fiesta Juniors, but an out-of-position start penalty dropped him to fourth in their second race. Smith followed championship rival Thomas Jack Lee to the flag in each of the three races, netting a second and third respectively when Hilton won that became first and second after Hilton was penalised.

A bumper entry of Modified Fords in multiple classes had to be split into three groups, with each group scheduled to race both the other groups. James Allen's potent turbocharged Focus won the first and third encounters, but it was the

first that caught the eye as Allen tussled with Neil Jessop's Zakspeed Escort and Rod Birley's familiar WRC version. All three had turns challenging for the lead, but Allen was ahead when it mattered. Birley faded to third with his engine cutting out.

Although afflicted by a misfire late in race two, Birley was the easy winner with Jessop missing from the grid and Allen racing later. Allen narrowly beat Steve Goldsmith's Anglia in race three, but many eyes were on fastest man on the track Rory Jose. He finished fourth from 31st on the grid after an overnight gearbox rebuild.

A pair of Intermarque races completed the programme and had wins for Daniel Smith and Malcolm Blackman. Race one was mostly about the sibling rivalry of brothers Daniel and Lewis Smith in their Mercedes SLK clones until Lewis's engine fell sick and he slipped to fourth behind Daniel. Blackman and spinner Steve Burrows.

Race two ran on a dry track only minutes before the Festival final had to be abandoned in a cloudburst, and this time Blackman's Tigra came out on top after Lewis Smith failed in a bold round-the-outside move at Paddock. Brother Daniel was third and Burrows fourth again.

Brian Phillips



Lucas got Fiesta hat-trick

RACE WINNERS	
■ Fiesta Championship Races 1, 2 & 3: Zachary Lucas	Race 2: Rod Birley (Ford Escort WRC)
■ Fiesta Junior Races 1 & 3: Luke Hilton Race 2: Thomas Jack Lee	■ CMMC Intermarque Race 1: Daniel Smith (Mercedes SLK) Race 2: Malcolm Blackman (Vauxhall Tigra)
■ Modified Fords Races 1 & 3: James Allen (Focus RS)	

RESULTS

Formula Ford Festival
Laps: 2 Track: Brands Hatch

POS	DRIVER	CAR	TIME
1	Max Esterson	Ray GR18	1m50.313s
2	Joey Foster	Firman	+0.318s
3	Jordan Dempsey	Spectrum 011C	+0.555s
4	Thomas Schrage	Ray GR18	+2.541s
5	Brandon McCaughan	Van Diemen JL13	+3.954s
6	Chris Middlehurst	Van Diemen LA10	+3.997s
7	Niall Murray	Van Diemen BD22	+4.813s
8	Lucas Romanek	Van Diemen JL13	+5.047s
9	Jeremy Fairbairn	Spectrum KMR	+5.361s
10	Morgan Quinn	Van Diemen RF99	+5.683s

11 Kevin Foster (Ray GR15) +6.065s; 12 Cadu Bonini (Spectrum KMR) +6.443s; 13 Wallace Martins (Swift SC20) +7.580s; 14 Ivor McCullough (Van Diemen) +7.655s; 15 William Ferguson (Ray GR17) +7.802s; 16 Rory Smith (Medina Sport) +8.024s; 17 Thomas McArthur (Van Diemen RF86) +8.533s; 18 Christer Otterstrom (Ray GR17) +8.726s; 19 Ben Cox (Ray GR10) +8.944s; 20 James Penrose (Ray GR19) +9.333s; 21 Tom Nippers (Van Diemen) +9.462s; 22 Pascal Monbaron (Ray GR19K) +9.685s; 23 Ben Miloudi (Van Diemen RF01) +10.530s; 24 Megan Gilkes (Medina Sport BH22) +10.671s; 25 Cameron Jackson (Van Diemen) +11.004s; 26 Alan Davidson (Mondiale ME9S) +21.673s; NC Michael Eastwell (Spectrum 011C); NC David McCullough (Van Diemen); NC Rob Parks (Ray); DQ Jamie Sharp (Medina Sport JL17). **Class winners:** McArthur, Jackson. **Pole position:** Esterson. **Fastest lap:** Dempsey 51.513s (84.41 mph). **Winner's average speed:** 78.84mph.



Returning Goossens won historic class

RACE WINNERS	
Heat 1: Max Esterson (Ray GR18)	Heat 2: Joey Foster (Firman)
Heat 3: Shawn Rashid (Ray GR18)	Heat 4: David McCullough (Van Diemen)
Progression race 1: Jamie Sharp (Medina Sport JL17)	Progression race 2: William Ferguson (Ray GR17)
Semi-final 1: Max Esterson (Ray GR18)	Semi-final 2: Michael Eastwell (Spectrum 011C)
Historic final: Cam Jackson (Van Diemen RF90)	Last chance race: Tom McArthur (Van Diemen RF86)
Final: Max Esterson (Ray GR18)	



Multiple champion Jackson won the Brian Jones Memorial Trophy

WRC REPORT: RALLY SPAIN



Ogier prevailed in a masterful display



Veillas and Ogier: Spanish fling

RESULTS			
World Rally Championship round 12/13			
Event: Rally Spain Where: Salou When: October 21-23			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Sebastien Ogier/Benjamin Veillas	Toyota Yaris GR Rally1	2hrs 44m 43.9s
2	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 N Rally1	+16.4s
3	Kalle Rovanpera/Jonne Halttunen	Toyota Yaris GR Rally1	+34.5s
4	Ott Tanak/Martin Jarveoja	Hyundai i20 N Rally1	+44.0s
5	Dani Sordo/Candido Carrera	Hyundai i20 N Rally1	+1m 21.5s
6	Elfyn Evans/Scott Martin	Toyota Yaris GR Rally1	+1m 51.1s
7	Takamoto Katsuta/Aaron Johnston	Toyota Yaris GR Rally1	+2m 19.1s
8	Adrien Fourmaux/Alexandre Coria	Ford Puma Rally1	+2m 38.4s
9	Craig Breen/Paul Nagle	Ford Puma Rally1	+2m 43.0s
10	Pierre-Louis Loubet/Vincent Landais	Ford Puma Rally1	+3m 25.1s

WRC2: Teemu Suninen/Mikko Markkula (Hyundai i20 N Rally2) WRC3: Lauri Joona/Mikael Korhonen (Ford Fiesta Rally3) Championship positions: 1 Rovanpera 255; 2 Tanak 187; 3 Neuville 166; 4 Evans 124; 5 Katsuta 107; 6 Ogier 85; 7 Breen 79; 8 Sordo 59; 9 Esapekka Lappi 58; 10 Gus Greensmith 36 etc.



Elfyn Evans was unable to take the fight to his team-mates

Toyota arrived in Spain with only one objective: to mop up the all-important 2022 World Rally Championship manufacturers' title. It did so after an intriguing head-to-head between the newly crowned drivers' champion Kalle Rovanpera and eight-time title winner Sebastien Ogier. Everybody else was making up the numbers.

Rally Spain is undoubtedly a crowd pleaser, with Spanish fans being the most populous and passionate on the calendar. The service park also bustled with team members' friends and family seeking out some sunshine around the coastal town of Salou.

Yet out on the stages, Catalunya seldom serves up a fizzer of an event for its huge crowds to savour.

Without the euphoria of Carlos Sainz's win in 1992, the drama of Colin McRae's inability to follow team orders in 1995, Philippe Bugalski's shock win in a two-wheel-drive kit car in 1999 or Gilles

Panizzi's victorious donuts in 2002, it is generally a predictable affair.

The smooth, flowing asphalt favours the dominant team of each season, which put the Toyotas in the box seats from the start.

Yes, Hyundai has made progress through the summer, but from the off the team's trio of drivers – Thierry Neuville, Ott Tanak and local hero Dani Sordo – were making discontented noises.

Handling problems, most notably understeer, were giving the Alzenau-based team headaches throughout Friday's opening stages. Adding to his handling gripes, Tanak was also delayed on the opening leg by an intermittent hybrid failure.

The i20 Rally1 appears to be a car in which Neuville is more at home than his team-mates, and at the end of the first loop on Friday morning, the Belgian felt confident enough to unleash some of his customary swashbuckling and nip into the overall lead. He was soon repassed by the Toyotas, however.

Rovanpera had made the most of his starting position at the front of the field, with heavy rain in recent days providing a

wealth of muck, rocks and dirt to pull out of the cuts onto the racing surface for the rest of the field to negotiate.

The young Finn made hay and took the early lead but Ogier, starting seventh on the road, was pleased to discover that most of the ditch debris had been swept away again by the time that he arrived.

From the start of the afternoon loop, the French veteran was fully back in the swing of things and building a handsome lead. It seemed like the natural order was being restored in what has been an odd first year for Ogier since stepping back from full-time WRC duty.

It began with a final-day puncture denying him his record-extending ninth Monte Carlo win before his focus switched to the World Endurance Championship.

Running in the LMP2 class midfield soon lost its appeal, however, and once the Le Mans 24 Hours was dispatched Ogier quit the series rather than trundle round in the lesser six-hour events.

His sporadic WRC campaign was also oddly muted, with the Toyota team's focus rightly falling upon Rovanpera's title bid,

while trying to help team-mate Elfyn Evans recover the form that had him run Ogier close for both the 2020 and 2021 titles.

Catalunya, and the dangling carrot of the manufacturers' title, therefore provided Ogier's first real chance to shine since Monte Carlo – and he seized it with both hands. On Friday afternoon he relentlessly stole a second or two from Rovanpera on every stage.

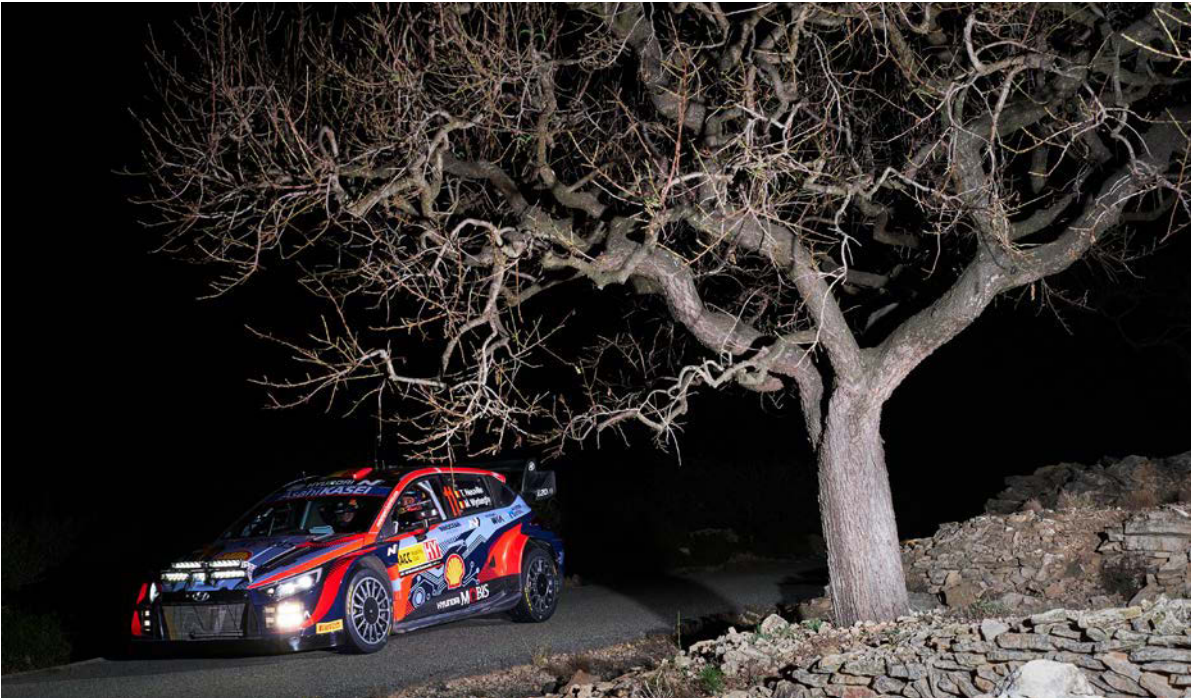
This was the pattern for the rest of the weekend, with the Finn and title-winning co-driver Jonne Halttunen pressing on regardless and whooping with delight as they survived more than one narrow escape along the way throughout the first two days.

The duelling Toyotas pulled clear of all three Hyundais, which sat in line astern: Neuville heading a downcast Tanak and a frustrated Sordo.

Something was not clicking for the Spaniard on his home event, where he had hoped to perform his habitual role of scooping manufacturer points at the crucial moment. Given Hyundai's mid-season resurgence, there was also much



Greensmith had a violent shunt



Thierry Neuville was the best of the rest as he hustled his i20 N to second position, 16s shy of the winner



Service on the hoof: The Toyota team was on top of everything, including end-of-stage tyre changes

have this feeling to be competitive with these guys, you need to stop. If I do next year, I don't know yet... it is quite difficult sometimes."

Speaking of difficult, it was another trial by fire for M-Sport in Spain. Team leader Craig Breen was confronted by the worst of the road conditions on Friday, struggling to hold on to the Toyotas and Hyundais on co-driver Paul Nagle's final WRC appearance.

Breen was left battling Evans for sixth place after Toyota's beleaguered Welshman suffered an opening day puncture. The rest of the M-Sport squad meanwhile lined up behind Breen and the fourth Toyota of Takamoto Katsuta.

On Sunday morning a dislodged drain cost Breen heavily and he dropped to ninth, which in turn elevated returnee Adrien Fourmaux to the head of the Ford train.

Having been benched for the previous two events after one too many shunts this season, the promising French youngster was erring on the side of caution in Spain. Fourmaux and fellow countryman Pierre-Louis Loubet were both elevated in the

M-Sport order after Gus Greensmith smote the barriers on Saturday morning and ended his relevance to the top 10.

Belgian-Greek gentleman driver Jourdan Serderidis filled the fifth Ford Puma in the M-Sport fleet, cheerfully pedalling his way through the stages despite an intermittent power steering fault, among other issues. At least Serderidis ended the event with a smile.

For a team that started 2022 so brightly, Catalunya delivered another in a string of disappointing results for M-Sport. Team founder Malcolm Wilson remained clear-eyed and remarkably candid as he watched his crews fill the bottom of the WRC order.

"There's no question that we feel we've built the best car that we've ever built in the Puma and, yeah, [we had] a great start to the season... and every time we've had Seb [Loeb] in the car then he's led," he said.

"It's been a difficult season but we've been there before. We never won an event from 2013 to 2017 so at least we've won one event this year."

Over at Toyota meanwhile the

champagne was on ice by Sunday morning, even though Neuville's relentless quest for pace had been rewarded by catching and passing Rovaniemi. The Finn lost more time on Sunday morning to the same drain that cost Breen dear, but third place was enough to ensure that the title headed home to Tokyo on Sunday evening.

"We are working on the balance of the car... going up and down on the springs and roll bars and working on the diffs," said Neuville after splitting the Toyota stars. "I felt like a mechanic all weekend!"

For Ogier, however, the weekend was one of unalloyed triumph: his first win in Catalunya for six years came with a full five-point bonus from winning the Powerstage and the honour of delivering the manufacturers' crown.

"Guys, we are World champions, thank you so much," Ogier beamed at the finish while co-driver Benjamin Veillas was overcome at taking his first win after years on the gravel crew. The page may have turned, but as Malcolm Wilson will agree, having a Sebastian on the team is still an invaluable thing.

Photos: Hyundai Motorsport, Toyota Gazoo Racing, Red Bull Content Pool

SUNINEN STAKES HIS CLAIM FOR WRC2 TITLE GLORY

A bumper entry in the WRC2 category and its various sub-divisions, fuelled by a healthy number of Spaniards in the mix, brought a frenetic weekend's rallying for the senior feeder series to the WRC.

With championship leader Andreas Mikkelsen having reached the maximum number of events that he can contest, the field is clear for his fellow Skoda driving rivals Kajetan Kajetanowicz and Emil Lindstrom to try and overhaul the defending class champion.

Their efforts did not begin auspiciously, with both drivers spinning on the first day and plummeting down the order to leave M-Sport refugee Teemu Suninen in the lead for Hyundai.

Suninen delivered an assured performance throughout the weekend despite serious pressure from unflagged Russian Nikolay Gryazin and the presence of French charger Yohan Rossel's Citroen, veteran Stephane Sarrazin's VW Polo and Hyundai refugee Jari Huttunen.

Suninen continued to pull away through Saturday while Rossel and

Gryazin put on a spirited battle for second, with Lindholm staging a remarkable comeback drive through the crowded field to sit fourth.

On the final day Suninen controlled the gap back to the rest of the pack in consummate style while Rossel managed to overhaul Gryazin for second place. Lindholm could climb no further and, with Kajetanowicz sixth, their bid for the season-long title will carry over to the finale in Japan.

Young Finn Sami Pajari took the WRC2 Junior victory from Ireland's Josh McErlean, who could at least celebrate co-driver James Fulton's championship crown. McErlean could also celebrate being the first Junior driver and co-driver pairing home.

There was further Irish success with Eamon Boland taking second in the Masters category in his Ford Fiesta, while MN national rally driver of the year William Creighton gained valuable experience of WRC2 machinery while running out of the official categories, claiming 29th overall in his prize drive outing for Hyundai.



Suninen topped the WRC2 field to deliver an assured drive

CERNY WOE, JOONA TOPS WRC3

A modest four-car entry for WRC3 delivered the title-deciding bout of the season for this year's crop of juniors, between the Czech youngster Jan Cerny and his Finnish counterpart Lauri Joona in their M-Sport-prepared Fiesta Rally3s.

With both drivers absolutely equal in the standings, Cerny seized the initiative early on, taking a 16.1-second advantage on the opening stage of the event.

It took Joona five stages to whittle that away and take the lead into the overnight halt. Disaster then threatened on Saturday, when Cerny once again came out swinging and cleaved almost 10s

from the Finn's advantage.

To compound matters, Joona then lost a rear driveshaft and was fortunate that the next stage was cancelled after Gus Greensmith's incident in the senior class. He ended the penultimate day just 2.5s away from glory.

That deficit was wiped out overnight, however, after Cerny incurred a 10s penalty for late check-in on the last stage of the day. It was enough for Joona to claim the event and with it the title.

"Of course our main target was Junior WRC but when we realised we had a possibility to be World champion in this series, we put our focus here," Joona said.



Lauri Joona withstood the title pressure to prevail in Spain

AWARDS SPECIAL

THE MOTORSPORT NEWS AWARDS ARE HERE! *HELP US PICK THE WINNERS*

The second year of the MN gongs is upon us: check out our special section to see who is nominated

HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote

The racing and rally engines are on the verge of being switched off for the winter, and there are some golden memories from the last few months to reflect on. And that is exactly why the Motorsport News Awards are here. We need your help as we aim to select our National Racing Driver of the Year and the National Rally Driver of the Year. Check out the nominations on this page and it is simple to vote: simply head to our fastcar website and make your voice heard. Details of how to do this are in the panel at the top of this page. The other six winners will be chosen by MN's panel of experts. You can see the shortlists in the following pages. *The results and the winners will be revealed in our December 1 issue.*

NATIONAL RACING DRIVER OF THE YEAR

1 TOM INGRAM

So often the bridesmaid, this was finally the year when Tom Ingram achieved his lifetime's ambition of claiming the British Touring Car Championship crown. The Hyundai driver did it in some style at the crunch point at Brands Hatch. He was behind in the points going into the winner-takes-all showdown but scored two wins from pole. They were his fifth and sixth triumphs of the campaign and he scooped the big prize. Not only that, he did it with humility and displayed all of the personality that has made him a hit with the thousands of BTCC fans.



2 ASH SUTTON

Switching teams once more, there was a mountain for the three-time British Touring Car Championship title winner to overcome in 2022. He set to work with his tight-knit group of engineers and his Motorbase Performance Ford Focus was a winner by mid-season. But it was his tactic of grabbing what he could and keeping himself in the hunt that was his stand-out trait. He might have lost, but it wasn't for the want of trying.



3 JAKE HILL

Stepping into the highly successful WSR fold in his MB Motorsport BMW 330e M Sport was a big step for Jake Hill, but one that he shrugged off. He got his head down and took the fight to allcomers – particularly to his stablemate Colin Turkington. Hill had not been in the title battle before, but he was a major player come Brands Hatch in October after three victories. It was the sign-off to an accomplished campaign where he can rightfully now lay claim to being a proper tin-top star.



4 IAN LOGGIE

There were some nervous moments for Ian Loggie during his title-winning British GT Championship campaign in 2022 – none more so than when he was left in the gravel at the opening corner of the final race at Donington Park. However, he and co-driver Jules Gounon (who shared the co-driving duties in the RAM Racing Mercedes-AMG GT3 with Callum Macleod) eventually wrapped up the title Loggie had been longing for. It was a season with two wins and six podiums that helped him to outshine the rest.



5 LUKE BROWNING

After a season contesting various single-seater championships around Europe, the 20-year-old, who claimed the 2020 British F4 crown, returned home with a GB3 challenge with Hitech GP (although he had kick-started his campaign with a part-season in the UAE F4 contest too). Five wins over the course of the 24-race season – including a brace at Oulton Park and another double at Spa in Belgium – helped him to the title.



6 ALEX DUNNE

Irish star, son of Formula Ford 1600 legend Noel, is also nominated for our Rising Star Award, but such was his performances in 2022 that he merits this list too. He twinned a campaign in the British Formula 4 Championship with an attack on the Italian version too to increase his seat time. Eleven wins in the UK gave him the crown and he could even afford to miss the final round while he was chasing his Italian dream at Monza. Dunne is a super-quick driver and has proven his ability at home and abroad in a remarkable year.



7 KIERN JEWISS

The former single-seater racer was crowned as the Porsche Carrera Cup GB rookie title winner in 2021, so there was really only one thing for him to tick off in 2022. And he achieved it with the overall crown in the BTCC support package's fastest cars. He did it in style too by winning twice as many races as anyone else in the category over the course of the season and effectively he had the silverware locked away with two races remaining. The Team Parker Racing man has made the right impression.



8 SAM WELLER

The Hybrid Tune team boss Sam Weller won the Rookie Cup division in the British Touring Car Championship-supporting Mini Challenge in 2021 on his return to the cockpit, and graduated to the top-flight for this season, which proved to be highly successful for him. He banked the wins early on and then protected his points advantage in the fiercely competitive category to fend off a spirited charge from Alex Denning and he sealed the deal at Brands Hatch in early October.



9 JAMES KELLETT

The Century Motorsport driver, a Ginetta GT5 title winner, made a sizeable impression when he took part in a handful of Ginetta GT Supercup rounds at the end of 2021, and decided to take the plunge for a full season this term. The results were outstanding for the 24-year-old, with 13 wins from the 20 rounds and five other podiums to cement his trajectory as a future sportscar talent.



10 SENNAN FIELDING

Sennan Fielding was this year's emphatic British GT GT4 pacesetter, beating even Darren Turner to that accolade. Fielding topped four of the seven GT4 'Pro' qualifying sessions, and the 26-year-old's race blitzes and decisive overtakes were a positive expectation. It all took him to British GT4's title, alongside Richard Williams in a Steller Audi. Not that it should surprise: Fielding once only narrowly missed out on BRDC F4's championship to George Russell.





Photos: Paul Lawrence, Ben Lawrence, Martin Walsh, Jakob Ebrey, Steve Hindle

NATIONAL RALLY DRIVER OF THE YEAR

1 OSIAN PRYCE

This was a landmark year for Welshman Osian Pryce, who finally achieved a long-held ambition of winning the British Rally Championship. This year he has been fast and competitive on every event, although a disqualification from the Jim Clark over driving on a puncture was a significant early blow. He had to dig deep to keep his title bid running and to find the budget to run the Polo R5, but he did it and was a worthy champion with a rally left to run.



2 KEITH CRONIN

Irishman Keith Cronin is a perfect example of a driver who should be competing in the British Rally Championship. As a four-time title winner he came back to rallying fully this year at the age of 36 to have another crack at the BRC title. Though his career will not now take him to the world stage, he remains incredibly quick, consistent and competitive on all surfaces and is a fantastic benchmark for the younger drivers coming in to the BRC.



3 ELLIOT PAYNE

Still only 19 years old, Yorkshiremen Elliot Payne is one of the brightest stars in British rallying right now. Armed with the best available equipment, thanks to his rallying father Charlie, Elliot has delivered consistently this year. In a twin campaign in the BTRDA Rally Series and the BRC, the BTRDA title was always his prime target. After a series of strong results he became the youngest-ever Gold Star winner and that success is thoroughly deserved. He has a bright future.



4 DAVID HENDERSON

One of the most impressive drivers of the season in national rallying has been David Henderson. Once a rising single-seater racer and then hopeful rally driver, he is back after the better part of two decades away. He quickly graduated to a Fiesta R5 and cherry-picked events in different championships. He won in the Scottish championship; he won in BTRDA and he won on closed roads. The Durham driver could be a serious contender for any championship should he focus on one for 2023.



5 DAVID BOGIE

David Bogie remains one of Scotland's most successful rally drivers after adding a sixth Scottish Rally Championship title this season. He started with the old faithful Mini WRC before trading up to a Fiesta Rally2. Five top-three finishes laid the foundations of his title, which was secure with a round to run. He also took time out to rally his modified Ford Escort Mk2 in Ireland. Maybe it is time for this fine driver to reprise his 2011 British Rally Championship title.



6 NEIL ROSKELL

This has been a remarkable year for Neil Roskell. It opened with victory in the Circuit Rally Championship and ended with the runner-up slot in the Asphalt Rally Championship. Armed with a Fiesta R5 Roskell belied his modest experience to be quick everywhere, including on some of the UK's toughest closed-road rallies. His overall victory on the Manx National in May was testimony to his incredible progress. He narrowly missed the Asphalt title but can be immensely proud of a busy season.



7 MATTHEW HIRST

In 2022, Matthew Hirst really came of rallying age as he won the Welsh Championship and ran Elliot Payne close in the BTRDA Rally Series. Armed with a Ford Fiesta R5, Hirst took to the new machine in some style. BTRDA and Welsh victories came thick and fast and winning the BTRDA section of the Nicky Grist was a landmark result. Rear suspension damage on the Woodpecker hurt his BTRDA bid but he was strong everywhere and showed he had really come to terms with the R5.



8 JOSH MOFFETT

With 10 wins from 13 starts at the top of Irish rallying, Josh Moffett has clearly been the best driver on Irish asphalt this season. Armed with his Hyundai i20 R5, he has taken both the Irish Tarmac and Irish National crowns in a spectacular season. With speed and consistency to spare, he only once finished outside the top two, and that was with a fourth on the Ulster when he just needed a reasonable finish to seal the crown. He has been the complete package.



9 STEVE WOOD

Quietly spoken Welshman Steve Wood was not particularly well known in Britain until this year, for most of his rallying had been done in Ireland. But by winning the Asphalt Rally Championship, Wood showed that he is a match for just about anyone in his Ford Fiesta WRC. Other than an off on the Argyll Rally he was always in the hunt and sealed the title on his first visit to the Isle of Man. He was a most worthy champion against tough rivals.



10 JOSH PAYTON

As the only driver in a two-wheel-drive car in our national rallying top 10, Josh Payton has shown his class and pace in his well-modified Ford Escort Mk2. His performances in the MN Circuit Rally Championship have been nothing short of sensational as he has taken the fight to the four-wheel-drive supercars, often mixing it with them. Quick, stylish and superb to watch, Payton is a great advocate for the two-wheel-drive section of any asphalt rally.



AWARDS SPECIAL

RISING STAR OF THE YEAR
Graham Keilloh looks at the youngsters who most made their mark in 2022



Photos: Jakob Ebrey, Red Bull Content Pool

1 ALEX DUNNE

The 16-year-old was a late entry in British Formula 4 this year with Hitech GP, and quite simply blitzed the contest in a way never seen. Two wins and a second in his debut meeting set the pattern and the assured Dubliner broke the championship's wins record with 11. He took the title while missing the final round, as he was racing in Italian F4 where he's also starred. Dunne has even caught Ferrari's attention.



2 JOSH ROWLEDGE

This teenage talent from Dorset claimed an imperious Ginetta Junior title this year, taking nine wins and seven other podium finishes from his 23 races. He even allowed himself to sit out the final two races with his championship secure. Having placed seventh on his car-racing debut in Ginetta Junior last year, Rowledge switched to R Racing from Elite and immediately won Ginetta Junior's Winter Series, setting him up for his 2022 title.



3 WILL MACINTYRE

Fifteen-year-old Macintyre had a stunning rookie season in Ginetta Junior this year, finishing second in the table with Elite Motorsport, ahead of plenty of returnees. He bagged six race wins and took the title fight to the final round. Before the year was out Macintyre also sampled single-seaters in GB4's finale meeting and immediately set the pace in testing ahead of the championship's regulars, then took two second-place race finishes.



4 EAMONN KELLY

The Irishman strode to the Junior British Rally Championship, sealing it two rounds early in his Ford Fiesta Rally4, and four wins and two seconds from the six rounds. The 23-year-old put in a series of confident and determined performances, often under pressure in an intense battle, to go one better on his close runner-up finish of last year. Kelly has also impressed this year in Irish appearances in his Volkswagen Polo.



5 ELLIOT PAYNE

Teenager Payne stepped up further from an already impressive 2021 to take 2022's BTRDA Gold Star title, following in his 2016 champion father Charlie's footsteps. Payne Jr did it with a rally to spare, after two wins and three second places in his Ford Fiesta Rally2. He also had strong British Rally Championship outings and indeed did the unthinkable of competing on BRC's asphalt Rali Ceredigion and BTRDA's gravel Woodpecker Stages within 24 hours.



6 LUKE BROWNING

The super-quick and effervescent British Formula 4 champion returned to UK shores this year with a clear aim of taking GB3's title, which he did with a race to spare. He had some setbacks along the way, not least a technical penalty that ruined his Silverstone weekend, and a strong championship challenge from Joel Granfors. But Browning was the contest's consistent standard-bearer and pacesetter, and was a worthy champion.



7 PATRICK O'DONOVAN

Patrick O'Donovan can't stop winning in 2022. The 18-year-old son of British rallycross champion Ollie has won five out of the eight British Rallycross rounds so far – standing on the cusp of the title – and he even recently went toe-to-toe with French local specialists at Dreux and finished fifth overall. O'Donovan also has been competitive on the World Rallycross Championship level in the electric RX2e contest, and won the last two events.



8 JAMIE DAY

The 17-year-old in his British GT debut season, fresh from karting and Formula 4 UAE, grew to consistently match and beat luminaries Sennan Fielding and Darren Turner at GT4's sharp end. Day in his R Racing Aston Martin was both quick and, in battle, thrilling. Alongside Josh Miller he set the record for youngest British GT race-winning duo and took the GT4 championship right to the wire, even looking for some of the finale like he could clinch it.



AWARDS SPECIAL

HISTORIC DRIVER OF THE YEAR
The men who have rolled back the years with some outstanding performances. By Paul Lawrence



Photos: Paul Lawrence, Ben Lawrence

1 SAMUEL HARRISON

Teenager Samuel Harrison has had a stellar season in historic racing. But that should come as no surprise to anyone who has looked at his karting pedigree. The Ripon youngster dominated Historic Formula Ford in the Speedsport Merlyn Mk20 and won the championship soon after the mid-season point. In addition, he won in Historic Formula 3 and Formula Junior in other cars from the Speedsport stable and showed strongly in his own Formula 2 Lola T240. He was quick, versatile and very strong in everything. Modern GT racing is now the target and he will shine.



2 JULIAN THOMAS

As a businessman who goes racing for fun at weekends, Julian Thomas is right up there with some of the pros and semi pros with a winning blend of pace and consistency. He is fortunate to have several cars to race, notably the Daytona Cobra Coupe, and to have Calum Lockie as a regular co-driver. Thomas is accurate, consistent and very fast and won in a range of cars, notably the Cobra and a Ford Falcon with Masters Historic Racing.



3 TOM BRADSHAW

For a young racing driver from Bolton, racing a Chevron is super cool. And that's just what Tom Bradshaw has done this season in the B19 that his father John looks after. After a significant career in modern racing, Bradshaw is now loving every minute of racing the Chevron and was frequently the pacesetter in Masters Sports Car Legends. His victory at the Silverstone Classic, when he finished with a puncture, was a particular stand-out. Personable and very quick, Bradshaw is a star in and out of the car.



4 HENRI GREHAN

It has been quite a season for Henri Grehan in historic rallying after making the switch to join the British Historic Rally Championship. A mammoth project got his modified Ford Escort Mk2 converted to historic trim over the winter, just in time to start the season on the Riponian Rally in February. Thereafter, he was quick and consistent and winning the historic section of the Woodpecker, his local rally, was a landmark result. Claiming the title in a nail-biting final was just reward for a fine season.



5 BENN SIMMS

Few drivers in historic single-seaters have enjoyed the level of success of Benn Simms, who added yet another championship title this season in Historic Formula Ford 2000. Simms was already a multiple champion in Historic Formula Ford and Classic Formula 3. But few titles have come harder than his second FF2000 crown with his Reynard as Graham Fennymore was a ferocious rival at all times and it took all of Benn's experience and racecraft to see off the charging Fennymore.



6 MATT EDWARDS

When the British Historic Rally Championship season opened back in February, Matt Edwards wasn't even on the entry list. However, the three-time British Rally Champion then made the switch to historics when his modern plans faltered to spearhead the on-going development of the Fiat 131 project from Rallysport Developments. Inevitably, Edwards was supremely quick and won three rallies to set up a shot at the title on the deciding Carlisle Stages. However, it was not to be as Henri Grehan beat him to the title.



7 BEN MITCHELL

Ben Mitchell further extended his growing reputation as a gifted and versatile historic racer in 2022, with a range of fine performances in a wide diversity of cars. The elder of the two gifted Mitchell brothers was quick in everything but perhaps his stand-out weekend of the season came at the Silverstone Classic when he jumped aboard the Formula 2 Martini of Matthew Watts to win both races in superb style. He is a driver that will only be in growing demand to share cars over coming seasons.



8 MATT WRIGLEY

It was a landmark season for Matt Wrigley. Not just because he got married mid-season to Jess! In racing terms, he was quick, versatile, and very consistent, notably in Historic Formula 2 with a March 782 where he was invariably one of the absolute pacesetters. The Wrigley stable has a range of cars and Matt raced several of them, ranging from a Group C car to Historic Formula Ford via a Jaguar E-type, all with the same style and pace.



AWARDS SPECIAL

SPORTING SCENE DRIVER OF THE YEAR

Matt James and friends look at the most impressive performers across the Sporting Scene world



Photos: Paul Lawrence, Ben Lawrence, Colin Casserley, mkpics.net, Ant Jenkins, Red Bull Content Pool

1 WALLACE MENZIES

Wallace Menzies was a truly worthy British Hillclimb champion this year as he joined a select band of hat-trick champions in the sport's history. This was never easy for the Scot as Alex Summers was a constant threat. But Menzies' blend of pace, consistency and determination ensured that his Gould GR59 ended the season with a third-straight title. With a strong team and a very well sorted car, Menzies did the rest and drove beautifully at every round.



2 ALEX SUMMERS

Alex Summers was the man who really made Wallace Menzies work for this year's British Hillclimb crown. Summers and his small team worked hard to make the DJ Firestorm a truly competitive proposition and his pace was never in doubt. But by his own admission, Summers didn't quite have the consistency over a full season to take the title from Menzies. However, he drove superbly and put his name firmly in the spotlight with a sensational performance in the electric McMurtry at the Goodwood Festival of Speed.



3 ROB McDONALD

When he won the 2021 National Hot Rod World Final, Rob McDonald said he would scale back his racing due to other commitments, but the appeal was too strong. Starting this year's showdown from 11th on the grid, a hat-trick looked like a long shot. But the Flying Scotsman crept up the order until he was on the leaders' tail, and pounced for the lead amid backmarkers late on in the 75-lapper. That was the highlight of a season where he was always at the front.



4 CHARLIE SWORDER

In one of the most memorable BRISCA F1 World championships, Charlie Swarder produced the drive of his life to become the youngest yet winner of the sport's most prestigious race. Swarder was just 20 years and 102 days old when he won. He started the World Final on row four and made steady progress early on to pass pre-race favourites Tom Harris and Frankie Wainman Jr around the halfway point. Swarder also survived a late-race caution to win by the several car lengths.



5 PATRICK O'DONOVAN

Five wins (so far) in 2022 have belied Patrick O'Donovan's age in the 5 National British Rallycross Championship. The son of seasoned competitor (and British title winner) Ollie, the 18-year-old has been the stand-out performer in the UK in his Ford Fiesta supercar but he has also shone when he has ventured further afield too. His campaign in the RX2e competition as part of the World RX package has been highly successful too with multiple race wins. This is only the opening chapter in what will be a decorated career



6 CHARLIE GUINCHARD

British champion, UK champion, winner of the English Open and polesitter for the World Final – all for the first time. It's been an incredible season in BRISCA Formula 2 stock cars for 20-year-old Charlie Guinchard. And he looks odds-on to win the coveted silver roof by adding the National Points Series to his list of honours. He really wanted the World title, but that's sure to come in future.



7 MATTHEW RYDER

Matthew Ryder made a massive step up this year to join the big league of the British Hillclimb Championship in Sean Gould's GR59. Moving up from a 1600cc single-seater was a leap of huge proportions for the young driver but he adapted incredibly well and was soon a serious contender for victory. His performance at Harewood in July, when he won the second runoff and smashed the hill record, showed just how much progress he had made. With a little more consistency he will be a major title contender next year and beyond.



8 CARL WALLER-BARRETT

While the English National Hot Rod points are the entry ticket to the all-important World Final, the season-long collection of races is a tough nut to crack in itself. Waller-Barrett, the Sporting Scene Driver of the Year in 2021, was at the front throughout and eased to the title. He also backed that up with a fifth-placed finish in the World Final in July.



AWARDS SPECIAL

TEAM OF THE YEAR
We pick out some of the squads which were operating at the top level in 2022



1 RAM RACING

This year British GT's bridesmaid became bride, as the close runners-up of the last two seasons took an imperious drivers' and teams' GT3 title double.

The Mercedes specialist RAM Racing team barely put a foot wrong: its driver Ian Loggie on the way to his title didn't pick up a single penalty, in a contest where pit-infringement sanctions are common. Its other John Ferguson/Ulyse De Pauw car got a freshman race win too.



Photos: Jakob Ebrey, Paul Lawrence, Ben Lawrence



2 HITECH GRAND PRIX

With a driver ladder that stretches from GB4 and F4 all the way up to the FIA Formula 2 series, Hitech Grand Prix upheld honour with another title-winning season in 2022. Luke Browning claimed the GB3 spoils with five victories over the season and both the other drivers in the team were race winners too. As a result, Hitech claimed the teams' championship title.

Alex Dunne was the standout performer in the F4 British Championship on his way to the crown with 11 wins and the squad claimed second place in the teams' competition behind Carlin.



3 TEAM BRIT

The all-disabled squad expanded from Britcar this year to take on British GT in a GT4 McLaren. And it grew to look like it belonged in the contest, claiming a merited overall third place in the Spa round, racing clear of none other than Darren Turner.

The squad remained strong in Britcar and led the way in the Trophy championship. It remains on course to be the first British all-disabled Le Mans entry, in 2024.



4 FORTEC MOTORSPORTS

So often the kings of single-seater racing with more than 300 race wins and 23 drivers' titles already locked away in its history, Fortec Motorsports operated on three fronts in the UK this year, with the F4 British Championship programme added to its GB3 and GB4 campaigns towards the back end of 2022.

Nine wins for Nikolas Taylor helped him scoop the maiden GB4 crown at a canter, while Joel Granfors upheld honour in a competitive GB3 season, winning twice and only narrowly missing out on the overall title to Hitech Grand Prix's Luke Browning.



5 ENDURO MOTORSPORT

Marcus Clutton's outfit continued its rise in its second British GT season. After some initial struggle, its McLaren GT3 transformed at Donington Park's first visit and got the year's most crushing win.

It ended the campaign with two wins, a total that only champion Ian Loggie matched, and took the championship to the wire. It even was a multi-car race winner in GT Cup. Loggie has identified Enduro as his biggest threat for 2023.



6 EXCELR8 MOTORSPORT

If this award was handed out for the busiest race team of the year, the Excelr8 would be shortlisted for that accolade as well. Alongside the headline-grabbing British Touring Car Championship programme with four Hyundai i30 Ns, the squad also operates the highly popular Mini Challenge UK.

Justina and Anthony Williams' team has pushed its way to the front of the BTCC pack in record time and has shown ambition and inventiveness along the way too. The overall BTCC drivers' title for Tom Ingram was deserved.



7 OC RACING

Martin O'Connell was a talented racer who worked hard to battle his way up to British Formula 3 on minimal funding before switching focus to running one of Europe's leading historic race teams. Midlands-based OC Racing has had another fantastic season running a wide range of cars for customers in categories ranging right up to Historic Formula 1. A daunting calendar with trucks crisscrossing Europe is a massive logistical challenge but O'Connell and his dedicated team rose to the challenge to deliver race-winning cars throughout another incredibly busy season.



8 RALLYSport DEVELOPMENT

Turning the Fiat 131 into a historic rally winning car has been a challenge for RallySport Development for the better part of a decade. With Matt Edwards leading the driving force, the team headed by Kevin Theaker from Yorkshire has really gone head to head with the best of the Ford Escort Mk2s in the British Historic Rally Championship. RSD has had to re-manufacture and machine many parts for the Fiat and it is now a truly competitive proposition.



AWARDS SPECIAL

SERIES OF THE YEAR

We look at the contests on the tracks and the stages that gave us the biggest thrills this year



Photos: Paul Lawrence, Ben Lawrence, Jakob Ebrey, 3SixtyVirtual Assistant, James Robertson Photography

1 BTRDA RALLY SERIES

The long-running rally contest that promises 'serious fun', with eight popular events this year bounced back from a couple of Covid-hit seasons. There was plenty of classic forest challenge including the Kielder Forest Rally and Rallynuts Stages Rally, and the Border Counties Rally added this time.

And the 2022 season provided the canvas for 19-year-old Elliot Payne to display his speed and flair on the way to taking the title.



2 HISTORIC FORMULA FORD 2000

The Historic Sports Car Club's Historic Formula Ford 2000 championship had vast entries – usually upwards of 25-strong – and frenetic dicing among the popular single-seaters built between 1975 and '81.

Benn Simms and 2021 champion Graham Fennymore had a high-quality season-long championship battle, which was resolved in Simms' favour at the final round. The fight hit its high point at glorious Cadwell Park when over two races they were separated by just half a second.



3 MASTERS GENTLEMEN DRIVERS

Masters Gentlemen Drivers has given us the magnificent sight of well-populated mini-endurance races for pre-1966 GT cars. There are TVR Griffiths, Lotus Elans and Austin-Healeys aplenty, with a dusting of various other machines.

The contest starred at several UK events including The Classic at Silverstone – where it had no fewer than 61 on the grid – Historic Sports Car Club's International Trophy meeting and Oulton Park's Gold Cup, and it also ventured several times into mainland Europe.



4 GB3

The junior single-seater contest got an upgraded chassis and engine this year and continued its positive trajectory.

The championship has only once, in 2013, beaten the 23-car entry from Silverstone this year. And the field was high-quality and competitive – there were 13 winners in the 24 races – with lots of spirited on-track battles. While the title fight was intense but respectful and found a worthy champion in Luke Browning.



5 CITYCAR CUP

The British Racing and Sports Car Club's low-cost entry level tin-top contest continued to deliver in its second season as a championship. Grids of around 30 provided close yet genuine racing and the first rung of competition for many.

And this year Student Motorsport Challenge was added, wherein an ever-growing band of students formed, ran and funded race teams for real, racing directly against each other and CityCar Cup competitors.



6 JUNIOR SALOON CAR CHAMPIONSHIP

The Citroen Saxo-based Junior Saloon Car Championship for competitors aged 14 plus started the year hitting its long-awaited grid of 30. And the season had a competitive title fight.

JSCC's Saxo is good for learning and reliable, and the championship is now known for high and much-improved driving standards. The contest is cost effective: you can race in the 24-race schedule for £15,000-20,000, and it has an annual scholarship offering a fully funded campaign.



7 BTCC

The tin-top series continued to deliver top-class action all around the United Kingdom this term. The introduction of hybrid power to the machines this year gave the drivers more to think about and added a strategic element that hasn't been there before. The initiative was a world first too, which keeps the BTCC ahead of the curve.

Twelve drivers sampled glory across the 30 rounds and the title was settled by just a handful of points.



8 BRITISH GT

British GT continues to grow in profile and offer a wide variety of captivating GT3 and GT4 sportscars competing in close company. And there's no shortage of interest as entries were almost always 30-strong or higher.

No-one won more than twice and both its championships had three or more crews still in contention entering the final race. And that the season finished with a Alexander Sims-Jules Gounon victory battle underlines the driver talent.



AWARDS SPECIAL

EVENT OF THE YEAR

Here are the events that MN's team enjoyed the most in 2022



Photos: mkpics.net, Paul Lawrence, Ben Lawrence, Jakob Ebrey, Dickon Siddall, Gary Hawkins

1 NATIONAL HOT ROD WORLD FINAL

Five decades of the all-action National Hot Rod World Final were encapsulated at Foxhall Heath in Ipswich in early July. It was fitting that the 50th running of the event returned to its now-traditional mid-year date. Organiser Spedeworth pulled out all the stops and invited a host of former winners to oversee the next generation and sign autographs for fans. The feel-good atmosphere was crowned by a thrilling race itself, wherein Rob McDonald rose from 11th to win.



2 THE CLASSIC, SILVERSTONE

The move to a late-August slot did nothing to diminish the historic centrepiece, which delivered its usual mix of massive grids and enthusiastic racing across a range of categories. This time there were special tributes paid to Sir Frank Williams, with the blue-riband historic Formula 1 races named in Williams' honour, and to the revered Group C sportscar era 40 years on from the famous Porsche 956's debut in the Silverstone Six Hours.



3 CLASSIC NOSTALGIA, SHELSLEY

Celebrating the 60th anniversary of BRM's 1962 Formula 1 World championships was the central feature for the 10,000 fans watching the two days of action at this year's event on the famous hillclimb course. An impressive array of BRM's single-seaters were there to mark the occasion, as were Richard Attwood and Mike Wilds to demonstrate them. But even so star of the show was the screaming 10,000rpm V16, recreated by Rick Hall.



4 MG LIVE!

MG Car Club's Silverstone showpiece returned in full this year for the first time since 2018. No small matter: before that the single-make club's run of annual mid-season Silverstone events stretched to 1951, and MG Live first ran over 65 years ago. It is a race meeting and car show combined, with plenty off track to supplement the club's competitive race categories. And this time the MGB's 60th anniversary was marked with a 59-strong field.



5 MINI FESTIVAL BRANDS

The Mini Festival's 10th anniversary edition had 12 Mini races packed into a day, with the Brands Indy circuit a perfect stage for typical frenzied Mini battles. The line-up ranged from pre-1966 machines through to the first-ever standalone Mini Se7en S-Class races, while the headline Miglia event had 33 cars. British touring car luminaries Jeff Smith and Mike Jordan got four wins between them, in Smith's case across two categories as he took a pre-'66 win.



6 BTCC KNOCKHILL

The British Touring Car Championship's annual visit north of the border usually comes at a critical time in the points chase, and the compact hillside venue just adds to that drama. This year was no exception with Jake Hill and Ash Sutton going toe-to-toe in the opening two races before a remarkable first win for BMW driver George Gamble. Add in the frenetic support class battling and it was a weekend to remember – especially with the circuit staff's as-ever warm welcome.



7 RALI CEREDIGION

The Aberystwyth closed-road event was held this year for the first time since 2019, and presented its usual fearsome challenge in its country lanes. The rally caught out many big names – including the title-contending Keith Cronin – and therefore its outcome was a significant step for Osian Pryce at last taking the British Rally Championship crown. It also had a bonus of guesting World Rally Championship star Hayden Paddon taking his first UK win.



8 TRACKROD RALLY

The Trackrod continued on the British Rally Championship calendar after a successful return in 2021 following eight years away, running alongside its forest stages and historic cup events. And as before it served up lightning-fast and narrow stages in Yorkshire forests, topped by Dalby in the dark. And it was on the Trackrod that Osian Pryce, with a decisive win while playing his Joker, wrapped up his first BRC crown after three near misses.



BTCC REVIEW



Ingram has now added his name to the famous BTCC silverware



Bringing home the bacon at Brands

INGRAM IS FIRST AMONG THE BRITISH TOURING CAR EQUALS

Matt James reflects on a tin-top championship that was closer than ever with a popular winner

Seven points covered the top three going into the final rounds of the 2022 British Touring Car Championship. The last time it was that close was six years previously in 2016, when the big names in the standings were the likes of Sam Tordoff, Matt Neal and Gordon Shedden and they were separated by just 17 marks. And in that 2016 title run-in, much like in 2022, the guy heading the chase into the finale lost out at the last gasp. Ash Sutton (Motorbase Performance Ford Focus) was five points clear after Silverstone this term but it was a mighty final event from Tom Ingram (Excelr8 Motorsport Hyundai i30 N) that upset the appiecart. And, boy, did it upset Ingram. He was in floods of tears coming of the final corner as he zoomed to the line to finish fifth and seal his maiden championship after nine years of trying. He was the most

successful driver in terms of race wins with six victories, but even he found it hard to believe that he had achieved his lifetime's goal. His emotions are described very lucidly on page 30. The elephant in the room at the start of the fresh BTCC campaign was the Cosworth-developed hybrid system. Even series chief executive Alan Gow said at the dawn of the season that he expected there to be issues, as it was brand-new technology never tried before. In truth, there were dramas and some of them occurred right up until the final meeting of the year. The issues were far less numerous than had been feared. The amount of extra electric power deployment was the new way of applying the anchors to the most successful cars rather than the previous roster of extra success ballast weight that was added to the winning cars. While Gow was at pains to point out that the systems had not been introduced to show the series' green credentials – more to bring the category into line with

the road-car market – it certainly changed the racing, which is something that the eventual champion acknowledged. “Has it improved the racing? I would say that it probably hasn't,” admits Ingram. “I wouldn't say that is hybrid's fault, it is just because it is not ballast. Because ballast was so false the advantage or the disadvantage for another driver was greater. If you are going from carrying an extra 75kgs around to zero, how is that not going to make a difference? “Now, it is probably a little bit more true to life maybe in the sense that the faster drivers and the faster cars are at the front more of the time. If you were to compare that to any other form of motorsport, the battles don't tend to be as good when first place is battling second place in the championship. Before you could have a driver who was 12th in the points who had no ballast qualifying on pole and fighting with people who had ballast. “Now, with the hybrid system means that the cars are [using] the same [set-up] all weekend. It means that the cars feel

great and it means, as the season goes along, we are all improving our cars. It has become maybe slightly more purist in terms of the on-track action,” he concludes. But having that consistent set-up was something that was a boon for Ingram, who has forged a tight bond with his engineer Spencer Aldridge, who he first began working with at Speedworks Motorsport in 2018. Given a virtual carte blanche at the ambitious Excelr8 team, which had invested heavily in its own bespoke Swindon Powertrain-developed Hyundai powerplant, he was allowed to refine the i30 into a place where it was uncatchable when it was on point. Sutton's charge was almost the polar opposite. The back-to-back champion jumped ship from the rear-wheel-drive Laser Tools Racing Infiniti to the all-singing, all-dancing NAPA-backed Motorbase Performance Ford Focus team. He would line up with double Porsche Carrera Cup GB champion Dan Cammish and the

well-backed team was expected to shine. While the driving strength was, effectively, a BTCC superteam, the car certainly wasn't on point from the get-go. There was an inherent weight distribution problem with the Ford hatchback, and even the brilliance of Sutton and his engineer Tony Carrozza took their time to get to the root of the problems. While they were hamstrung and while

“The racing was a bit more purist in 2022”

Tom Ingram

RACE BY RACE



Meeting 1 When: April 23-24 Where: Donington Park Round 1: Tom Ingram Round 2: Gordon Shedden Round 3: Jake Hill An intra-BMW scrap between Colin Turkington and Jake Hill opened the door for Tom Ingram to pounce in race one. Gordon Shedden muscled ahead of leader Ingram to claim race two under pressure as Turkington's car failed to launch. Hill, excluded from the opener for rideheight trouble, was clear in race three.



Meeting 2 When: May 14-15 Where: Brands Hatch Round 4: Josh Cook Round 5: Josh Cook Round 6: Colin Turkington As the BMWs slithered around on a tricky damp circuit in race one, Josh Cook seized his chance for a maiden victory of the year. He led home Tom Ingram. Cook again fended off the pack in the second wet race as Dan Cammish closed him down at the end. Colin Turkington surged to the front in race three.



Meeting 3 When: May 28-29 Where: Thruxton Round 7: Josh Cook Round 8: Josh Cook Round 9: Adam Morgan King of Thruxton Josh Cook motored to a win in the opener after repassing the fast-starting Jake Hill at the complex on lap 1 while there was a points-sapping spill for Tom Ingram. Cook repeated the trick in race two, passing Hill at the chicane. Adam Morgan sprinted clear in the weekend's finale.



Meeting 4 When: June 11-12 Oulton Park Round 10: Tom Ingram Round 11: Tom Ingram Round 12: Stephen Jelley Tom Ingram held sway in the opener from pole position to lead home Ash Sutton. In race two, Ingram prevailed again in a simple race for him. A huge shunt in race three eliminated Colin Turkington and Dan Lloyd and ruined the hopes of Ingram and Sutton too. Stephen Jelley avoided the chaos to take a maiden win of the year.



Meeting 5 When: June 26-27 Where: Croft Round 13: Dan Lloyd Round 14: Dan Lloyd Round 15: Gordon Shedden Following his massive Oulton Park accident, Dan Lloyd responded in the best possible way with a pair of wins in North Yorkshire. The Excelr8 Hyundai man was all smiles, and then the final victory of the weekend went to Gordon Shedden, who was able to pull clear of the pack in clean air at the front



Crunch point: Lloyd and Turkington shunt at Oulton

they sought solutions, Sutton’s job was to collect as many points as he could on-track to keep the campaign ticking over until such time as the chassis was sorted. Six podiums over the opening 15 races – and fourth in the points – was a job well done. From then, the attack hit top gear with a more responsive car. Three wins in the latter half launched him to the title summit, but set-up woes thwarted him come finals day. Team-mate Cammish’s year was one to forget, with a costly blaze at the opening meeting and a shunt in race one putting him on catch-up before one third of the rounds had taken place, although he performed mightily in the second Thruxton meeting and was even in a position to hand over a race victory to assist Sutton in the second race at the venue.

The third man who was right in the hunt for the title was Jake Hill. The Kent driver got his dream chance in a BMW – one of the outstanding cars in the series – and joined the elite WSR squad. The problem was he was also in the sister car to benchmark driver Colin Turkington. It was a position that drivers such as Rob Collard and Andrew Jordan had been in before and failed to prevail.

Hill’s performances – which included three wins and 10 other podiums – belied his lack of experience compared to those around him who were in the heart of the title fight. The 28-year-old was only in his third season in a truly competitive car, and that, in truth, gave him more to learn than those he was fighting. His car control has never been in question – look at his drives in mixed conditions even before this season – but there was an unfair reputation from some onlookers that he was impetuous. There were a couple of unforced errors this term (including a painful spin at Brands Hatch’s opening meeting) but he has learned how to put a consistent challenge together.

What was the most impressive thing about it was his readiness to go toe-to-toe with Turkington. The pair fought mightily in the opening round at Donington – and eventually ended up losing a certain win – but it was a marker to Turkington that Hill wasn’t to be pushed around. He wasn’t going to be the subservient team-mate

that maybe the Northern Irishman had had before. And the message was heard loud and clear.

There were other battles – most notably at Snetterton – but Hill established his credentials as a threat in his own right. He lost out in the finale with a tiny trip over the gravel, but there was no question that he’d left nothing on the table. Here is a future champion.

Turkington, for his part, played his usual game of taking the chances when they came his way. The serial points collector grabbed a race-three win at Brands Hatch and took a double at Snetterton in August, but it was nine other podiums that kept the Northern Irishman in the hunt. He was in a quickly reconstituted 2019 racer following a violent first-lap shunt at Oulton Park (where he was the innocent party) but it was at Silverstone’s where the wind really was taken from his sails. He was tipped into a spin in the opening race and could only manage seven points from the three rounds. Turkington had gone into Silverstone six points clear at the head of the table: he went into the finale at Brands trailing by 27 marks, such was the dent that the Northamptonshire battles had put in his charge.

Silverstone proved to be redemption for Rory Butcher’s year. The Speedworks Motorsport Toyota Corolla driver had a tough opening to the campaign in his second season in the M-Sport-powered hatchback.

It took the team a while to find its engineering feet and there were points-paying opportunities that went begging at the beginning of the year and it wasn’t until the halfway stage that either Butcher or team-mate Ricky Collard were able to exploit the chassis’s strengths properly. By that stage, the title was out of reach.

The BTC Racing team, under the leadership of owner Steve Dudman and newly recruited team principal Danny Buxton, had some very solid underpinnings. Josh Cook looked like he would be a shoo-in for the crown after the opening three meetings with four wins from five rounds in May. That was a highpoint but from that point, there were plenty of furrowed brows within the squad. The straightline speed of the

Honda Civic Type R disappeared and Cook, along with team-mates Jason Plato (on a farewell tour of the series) and Jade Edwards were left defenceless. Some eyes were looking at the M-Sport powerplant as a reason but there are several factors that could have contributed to the malaise, including the way the engine was being cooled (which affects the power output).

In the end, Cook went from being one of the title favourites to a driver who was forced to reverse engineer his weekends and take the maximum he could from the mixed-up grid in the final race of the meetings. He managed this well and added four more podiums, including a win, by adopting this tactic.

While Cook was the top of the Civic parade, Team Dynamics looked like a shadow of its former self. Things started well when Gordon Shedden won at the opening meeting, but he would only add one more victory. Team-mate Dan Rowbottom, who had arguably been the star in 2021, was also hamstrung. There were rumours of some intra-team strife and the title-winning team was not a happy place to be, which was reflected in the on-track performances.

Adam Morgan’s run to ninth in the standings in his Ciceley Motorsport BMW 330e M Sport could be seen as underdelivering, but his team was struck more than most by technical problems afflicting the hybrid system. There was a win at Thruxton and a podium at Silverstone, but too often he was roughed up in the mid-pack. It was the same story for rookie team-mate George Gamble. He did shine on his debut and took a podium at the opening meeting but life was tougher after that, although his only other appearance on the podium was when he dominated the reversed-grid race at Knockhill to take a maiden win.

The feel-good moment of the year came at Croft in June when Excelr8 racer Dan Lloyd bounced back from a horror crash at Oulton to take back-to-back wins. The budget-sapping crash left him scratching around for finances, but when he found some, he put it to good use by winning the finale at Brands Hatch too. ■

Photos: Jakob Ebrey, Steve Hindle



Ash Sutton got to grips with his front-wheel-drive Ford Focus



It took a while for Speedworks to unlock pace from the Corolla



Jake Hill was a consistent frontrunner and the year’s best qualifier



Four-time title winner Colin Turkington was knocked off course



Meeting 6

When: July 30-31
Where: Knockhill
Round 16: Jake Hill
Round 17: Ash Sutton
Round 18: George Gamble
From pole, Jake Hill prevailed in the opening race after a battle with Ash Sutton. The BMW man seemed likely to repeat his victory in the second race but for a small slip-up at the chicane, which handed honours to Sutton. Rookie George Gamble powered from pole to win the reversed-grid finale, his first victory in the series.



Meeting 7

When: August 13-14
Where: Snetterton
Round 19: Colin Turkington
Round 20: Colin Turkington
Round 21: Ash Sutton
This was Colin Turkington territory. From pole, he fended off his feisty team-mate Jake Hill to claim race one with Tom Ingram in a distant third place. There was another spirited attempt by Hill to claim the lead in race two, but Turkington held on once more. Once Ash Sutton hit the front on lap two of the finale, the result was not in doubt.



Meeting 8

When: August 27-28
Where: Thruxton
Round 22: Dan Cammish
Round 23: Ash Sutton
Round 24: Josh Cook
The Fords flew: from pole, Dan Cammish led home team-mate Ash Sutton, who had profited from opening-lap skirmishes. Cammish then selflessly gave up top spot in race two to help out the title-chasing sister Motorbase car in a 1-2 for the outfit. Thruxton expert Josh Cook pulled off two superb passes on the WSR BMWs to claim race three.



Meeting 9

When: September 24-25
Where: Silverstone
Round 25: Rory Butcher
Round 26: Jake Hill
Round 27: Tom Ingram
Desperate to get a victory, Toyota man Rory Butcher pushed from pole in the opening race to fend off Jake Hill throughout the event to claim the trophy, while the positions were reversed in the second clash as Hill squeezed though. In the finale, Tom Ingram capitalised on chaos ahead to climb from fourth on the grid to first.



Meeting 10

When: October 8-9
Where: Brands Hatch Grand Prix
Round 28: Tom Ingram
Round 29: Tom Ingram
Round 30: Dan Lloyd
From pole, Tom Ingram dominated the opening race. He also notched the point for fastest lap, a trick that he repeated in the second race of the weekend to give himself an 11-point lead going into the finale. While Dan Lloyd scampered clear to win, fifth for Ingram, in the wheeltracks of Ash Sutton, was enough for the crown.

BTCC REVIEW

Photos: Jakob Ebrey



Outgoing champ Sutton and new ace Ingram



Soaking up the glory: the winner



Dominating the opening two races at Brands helped

TOM INGRAM: THE BTCC CROWN MEANS THE WORLD TO ME

Alan Hyde spoke to the newly crowned champion on his Tin Top Tuesday show just two days after the title winner had been decorated

Even with a handful of laps to go, Tom Ingram was getting carried away, which is a dangerous thing to do in the British Touring Car Championship. But, with the ultimate silverware almost in his grasp, who could blame him?

He was on the cusp of realising a nine-year dream to scale the UK’s most prestigious title and it was all there for him to win: or lose. He collected himself, got his head down for the final tours and prevailed in a three-way shootout. It was literally the stuff of his dreams.

Alan Hyde: Ash Sutton putting the number one sickler on your car [in parc ferme after the race]– how nice was that?

Tom Ingram: “What a lovely touch that was. I dropped him a text afterwards to say thanks. It is amazing the amount of people who have shared that clip on social media saying what an immensely sportsman-like thing to do.”

AH: And he presented you with the trophy too...

TI: “There were so many nice things about that whole weekend.”

AH: It was quite emotional being near your garage as the realisation dawned and

there was only a lap and a half to go...

TI: “One of the things I am gutted about is that I never saw any of that, because I was in tears as I came around Clearways. Spencer Aldridge, my engineer, came on the radio and said the magic words that made me cry. I cried from that moment until I returned to the pitlane. I had no idea how I made it around the slow-down lap, because I could hardly see anything!”

“I have watched the footage back and I had my head in my hands coming out of Clearways [even before he had taken the flag]. I wasn’t even looking where I was going – I could’ve crashed! Just imagine if I had done that... now that would have been a terrible way to lose...”

AH: You got the quote of the year on the slowing-down lap when you said that you wished you’d had an adult in the car with you...

TI: “But I absolutely did! The second race was probably the most stressful of my life, but the last race was just weird. There was so much stuff going on and there was so much to think about. We had done all the planning before the weekend. I didn’t want to look at the points and I didn’t do that over the course of the meeting because I didn’t want it to change the way I was driving or going into any of the races. The only way I knew was when

Louise Goodman at ITV would tell me I was however many points clear in the post-race interview afterwards. Cheers, I didn’t want to know!”

“I just wanted to focus on us and just drive around in circles and do the best job we could and not really worry about anything else. I had spent most of the day doing that, and as we went into the third race, I thought that I probably should have a little look at the standings and come up with some plans and ideas! I wanted to know that if it did kick off, at least I could try to manage it as best I can from my side – but once you are in it, there really is no way to try and manage it. Your head is all over the place...”

AH: That is the pressure cooker of building up to the third race. That hour between race two and race three just seems to get shorter and shorter...

TI: “In the hour building up to that last race, I just felt awful. I usually have something to eat between races two and three, but I just couldn’t do it. I felt sick. I had said my approach would be the same as normal and I was trying to keep everything just like I would normally do it. I just couldn’t. I was trying to go through work and ideas, and all I could think about was the fact I needed to throw up. It was just ridiculous. Even though it

was an hour, it felt like 15 minutes and time almost had no meaning. It was so strange. It was all such a weird moment of my life.”

AH: At that point, you are headed towards the inevitable, but you know that the inevitable is far from decided until the end of the race...

TI: “That race three, I had to be so on it with not thinking ahead or getting carried away. We had done all our work, and I knew the situation. While I was sat behind Jake Hill with about four laps to go, my head was whispering to me ‘you are going to win it, this is yours... don’t mess it up now’. My head was going through this really silly phase. You start thinking about what a cool moment it can be.

“I had to tell myself to stop it and get those thoughts out of my head. I still had four laps to do. I had to tell myself to behave. The thing that kept coming into my head is what happened to Dan Cammish in 2019 [when his brakes failed with a lap and a half remaining, which lost him the title]. Every time I came to that corner [Hawthorn] I was thinking about it. I was replaying it in my mind.

“Having now been in that situation when you only have a few laps left and you are in a good place and you are on



Ingram, Hill and Sutton at Brands



All smiles: Ingram chats to ITV

course to win it, your head gets carried away. It makes you wonder just how Dan was able to come back from that heartbreak. It beyond amazes me.

“Those four laps I had, I was getting carried away. To have it snatched from you must have been horrendous for him. This means the absolute earth to me and I never want to forget that feeling of finally winning it.” ■

STANDINGS																																	
British Touring Car Championship 2022																																	
POS	DRIVER	CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	TOTAL
1	Tom Ingram	Excelr8 Motorsport Hyundai i30N	22	18	11	17	11	13	0	8	11	22	21	0	14	18	9	10	13	4	15	15	15	7	10	9	12	12	21	23	22	11	394
2	Ash Sutton	Motorbase Performance Ford Focus	13	10	17	7	14	10	15	15	15	17	18	0	10	10	0	18	21	11	7	7	22	15	22	11	10	13	17	13	11	13	382
3	Jake Hill	MB Motorsport BMW 330e M Sport	1	7	22	13	9	17	17	17	0	3	9	4	11	13	11	23	18	18	17	17	11	13	13	4	17	21	14	15	17	9	381
4	Colin Tuckington	WSR BMW 330e M Sport	18	2	8	13	6	22	13	13	17	13	15	0	18	15	10	15	16	13	23	22	10	6	6	17	0	3	4	11	15	4	348
5	Rory Butcher	Speedworks Motorsport Toyota Corolla	0	6	9	10	15	11	5	3	6	15	13	11	9	9	15	8	10	15	1	4	9	10	11	13	22	18	15	17	13	15	318
6	Josh Cook	BTC Racing Honda Civic Type R	8	11	15	21	21	8	22	22	11	8	7	15	1	5	7	1	3	8	0	1	5	3	8	22	3	8	10	5	9	18	296
7	Gordon Shedden	Team Dynamics Honda Civic Type R	15	22	7	8	10	5	0	5	0	10	11	13	0	4	22	9	11	10	6	0	1	18	15	7	13	15	8	0	0	3	248
8	Dan Cammish	Motorbase Performance Ford Focus	0	0	3	15	17	6	0	0	0	11	10	10	3	3	8	7	7	0	9	0	0	22	18	6	9	9	11	7	8	3	207
9	Adam Morgan	Ciceley Motorsport BMW 330e M Sport	11	13	10	10	0	2	9	10	21	0	0	8	0	1	6	2	0	5	13	13	8	4	2	0	15	10	0	10	10	0	193
10	Dan Lloyd	Excelr8 Motorsport Hyundai i30N	5	8	13	1	8	7	8	7	9	10	8	0	21	21	5	0	0	0	4	5	4	0	3	5	4	1	5	3	6	21	192
11	Stephen Jelley	WSR BMW 330e M Sport	9	0	2	0	0	3	7	2	0	5	4	21	5	6	13	13	8	9	11	11	0	5	5	16	7	2	3	6	1	7	181
12	Dan Rowbottom	Team Dynamics Honda Civic Type R	7	4	0	6	0	0	12	11	13	7	0	4	15	11	0	0	1	3	8	8	6	9	9	10	0	0	0	4	3	0	151
13	George Gamble	Ciceley Motorsport BMW 330e M Sport	10	15	0	2	7	9	2	0	2	0	0	0	7	0	0	11	9	21	0	2	3	0	0	0	0	0	0	8	5	10	123
14	Bobby Thompson	Team Hard Cupra R	4	9	6	0	5	15	0	0	4	1	2	0	4	2	4	4	0	0	2	0	2	1	4	0	5	7	2	9	7	0	99
15	Tom Chilton	Excelr8 Motorsport Hyundai i30N	6	0	0	3	4	1	4	1	5	0	0	0	6	7	7	5	6	7	0	0	0	0	0	0	6	4	9	0	2	0	83
16 Ricky Collard 81; 17 Jason Plato 77; 18 Aiden Moffat 69; 19 Ash Hand 55; 20 Michael Cress 50; 21 Aron Taylor-Smith 38; 22 Ollie Jackson 33; 23 Dexter Patterson 5; 24 James Gornall 2; 25 Sam Osborne 1; 26 Jack Butel 1; 27 Jade Edwards 1. Non-scoring drivers: Tom Oliphant; Will Powell; Nic Hamilton; Carl Boardley; Rick Parfitt. BTCC Manufacturers-Constructors Championship: 1 BMW 798; 2 Motorbase Performance/Ford 717; 3 Excelr8 Motorsport/Hyundai 644; 4 Team Dynamics/Honda 543; 5 Toyota 483. BTCC Teams Championship: 1 NAPA Racing UK 582; 2 Team BMW 525; 3 Bristol Street Motors with Excelr8 Motorsport/TradePriceCars.com 497; 4 Halfords Racing with Cataclean 388; 5 RokIT MB Motorsport 371; 6 Rich Energy BTC Racing 366; 7 Car Gods with Ciceley Motorsport 324; 8 Toyota Gazoo Racing UK 302; 9 Autobrite Direct with JourneyHero 110; 10 Laser Tools Racing 74; 11 CarStore Power Maxed Racing 53; 12 Yazoo with Safuu.com Racing 48; 13 Apec Racing with Beavis Morgan 40; Non-scoring team: Uptonsteel with Euro Car Parts Racing. Independents Trophy: 1 Cook 502; 2 Morgan 400; 3 Thompson 354; 4 Gamble 335; 5 Plato 302; 6 Moffat 283; 7 Taylor-Smith 265; 8 Cress 253; 9 Hand 247; 10 Edwards 182; 11 Patterson 174; 12 Hamilton 119; 13 Parfitt 108; 14 Powell 76; 15 Oliphant 23. Non-scoring driver: Carl Boardley. Jack Sears Trophy: 1 Thompson 480; 2 Gamble 445; 3 Hand 365; 4 Osborne 329; 5 Edwards 300; 6 Patterson 280; 7 Butel 242; 8 Hamilton 192; 9 Parfitt 178; 10 Powell 124; 11 Gornall 28. Non-scoring driver: Boardley. Rounds: 1-3 Donington Park (April 23-24); 4-6 Brands Hatch (May 14-15); 7-9 Thruxton (May 28-29); 10-12 Oulton Park (June 11-12); 13-15 Croft (June 26-27); 16-18 Knockhill (July 30-31); 19-21 Snetterton (August 13-14); 22-24 Thruxton (August 27-28); 25-27 Silverstone (September 24-25); 28-30 Brands Hatch Grand Prix (October 8-9)																																	



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BTCC REVIEW

Photos: Jakob Ebrey

THE DRIVERS' DRIVER: RATING OUR CREAM OF THE BTCC CROP

Matt James hands over the ranking responsibility to the top 10 drivers in the points table...

Who better to ask who is the man of the year than the top 10 finishers in the title race itself? So that is exactly what Motorsport News has done. Call it a cop-out if you want, but we've gone to the experts.

We polled the top 10 finishers in the points standings and collated the points. The only premise was that the drivers could not vote for themselves or for any of their direct team-mates.

It has been a year where there were 12 different winners over the 30 rounds and the margin of title success was a mere 12 points. The title run-in was too close to call and it came down – as it so often does – to the final event at Brands Hatch.

Aside from the headline performers who had made it into the title mix in Kent, there were so many other plot lines and outstanding performances across the rounds we thought that it was only right to put the men at the controls in charge of this list. The results are fascinating.

1 TOM INGRAM

Car: Excelr8 Motorsport
Hyundai i30 N
Qualifying average: 5.30
Wins: 6
Championship position: 1st
Points: 394

Finally! Tom Ingram has been knocking on the door of the title for a few years now and he has finally landed it.

The 29-year-old's racecraft has been at a high level since his introduction to the BTCC in 2014, and he has worked hard to add to his technical knowledge and to the team around him. It is that which has helped him take the step from consistent frontrunner to one of the most accomplished



drivers on the circuit.

He was impeccable in 2022, and his performance at the finale at Brands Hatch was a microcosm of the contest. He came to the event with the pressure on, did his homework before he got there, maximised his chances and went and smashed it out of the park. He deserved the title and wrapped it up in a very stylish way.

2 ASH SUTTON

Car: Motorbase
Performance Ford Focus
Qualifying average: 6.50
Wins: 3
Championship position: 2nd
Points: 382

Moving to the Motorbase Performance team was something of a risk for Sutton. Under new management, the squad needed some direction and Sutton brought with him his ace engineer Tony Carrozza and a crew surrounding him.

Their job then was to turn the reluctant car around, and it is something that they were able to do while still picking up decent results. That is Sutton's way



now: he takes what is on the table, rather than go for the big risks. When the car was sorted, he started winning and the points he had already banked kept him firmly in the hunt.

3 JAKE HILL

Car: MB Motorsport BMW
330e M Sport
Qualifying average: 3.90
Wins: 3
Championship position: 3rd

Going into the WSR team – even when it is under the umbrella of MB Motorsport – is a hot seat in the BTCC.

Jake Hill knew it was a dream chance for him, but there was a huge obstacle to overcome: the sister car of Colin Turkington. Up against a WSR favourite, there was much for Hill to learn but he became the first team-mate to beat the



Northern Irishman since 2015.

Hill has showed his ambition and his willingness to go toe-to-toe with anyone and has ironed out any of his previous rashness. He is rapidly becoming the complete tin-top driver.

4 COLIN TURKINGTON

Car: WSR BMW 330e M Sport
Qualifying average: 5.60
Wins: 3
Championship position: 4th

There were some frustrations for the four-time title winner in 2022. While there were only two non-finishes, the second one was at a crucial time at Silverstone, which took the wind from his championship sails.

He also had problems with his hybrid deployment at other vital moments – including qualifying for the finale at Brands Hatch –



that put him on the back foot.

As accomplished and as clean a driver as ever, Turkington got his elbows out more than in previous campaigns but narrowly came up short.

5 RORY BUTCHER

Car: Speedworks Motorsport
Toyota Corolla
Qualifying average: 11.10
Wins: 1
Championship position: 5th

This was a year for Rory Butcher and the Speedworks team to kick on in the fourth year of the Corolla, but it didn't quite click together over the opening part of the season. Tracks where the car traditionally has gone well – such as Donington Park – were left unexploited and there was some head-scratching going on in the



engineering department.

When his only win did come at Silverstone, it was too late to make an impact on the points and the feeling was what might have been for the crew if they had been able to hit the ground running.

6 BOBBY THOMPSON

Car: Team Hard
Cupra R
Qualifying average: 14.90
Wins: 0
Championship position: 14th

There wasn't a dry eye in the house when Bobby Thompson scored a genuine podium at Brands Hatch's second meeting. The Team Hard driver was the stand-out of the four-car operation and showed that he had learned the hard lessons from three previous years in the top-flight.

When he qualified well, he was able to avoid the mid-pack chaos and was a regular in the points. He raced well and showed that he has the ability to mix it with the championship's major players.



7 JOSH COOK

Car: BTC Racing Honda
Civic Type R
Qualifying average: 11.10
Wins: 5
Championship position: 6th

Just where did the speed go? Josh Cook looked like the title shoo-in after the opening three meetings of the campaign with back-to-back doubles at Brands Hatch and Thruxton before the Honda Civic Type R became a nightmare for him. In the lower part of the speedtraps, he was left to exploit the handling of the chassis to get a lap time. When there were cars all around him, that was hard to do and he cut a forlorn figure from mid-year. His only other podiums were in reversed-grid races.



8 DAN CAMMISH

Car: Motorbase
Performance Ford Focus
Qualifying average: 9.50
Wins: 1
Championship position: 8th

On his BTCC return, there was much fanfare for Dan Cammish in the Motorbase Performance team alongside Ash Sutton. But before the opening race had even got underway, a huge fire stymied him at Donington and then an opening-lap shunt ruined the third round at Thruxton (a track where he usually excels). Like Sutton, he was learning how to unlock the best from the Focus and won on the series' second visit to Thruxton, but the big points had been lost early on.



9 ADAM MORGAN

Car: Ciceley
Motorsport BMW
330e M Sport
Qualifying average: 7.90
Wins: 1
Championship position: 9th

A second season in the WSR-built BMW 330e M Sport and while he finished higher up in the points than he did in 2021, there was only one win in this campaign compared to two last season. The team struggled with some of the hybrid technology over the earlier part of the year and too often Morgan was left playing catch-up. When things worked his way, his speed was not in question as he showed on more than one occasion.



10 GEORGE GAMBLE

Car: Ciceley Motorsport BMW
330e M Sport
Qualifying average: 11.80
Wins: 1
Championship position: 13th

A win in a rookie season is remarkable, but coming from a rear-wheel-drive background (in Porsches) helped him, no question. He was on the podium from the opening race and backed that up with a mid-season win, but his lack of experience in the cut-and-thrust of the mid-pack showed as well.



RACING REPORTS

Photos: Mick Walker

SILVERSTONE: MSVR BY MARCUS PYE

OCTOBER 22-23



James Thorpe and Phil Quaife took the Trophy

JAGUAR’S PALL MALL CUP WIN IS FOR THE TEAM

An early pitstop by James Thorpe, under a safety car, unlocked a one-lap victory in Saturday’s three-hour Royal Automobile Club Pall Mall Trophy race on Silverstone’s Historic GP circuit.

The pace of co-drivers Phils Quaife and Keen, and the reliability of Thorpe’s Valley Motor Sport-built Jaguar E-type, crowned his first season with it.

Individual glory was also reflected in MRL’s feature team contest. Lotus Elan-mounted Rob Fenn/James Barclay/Paul Whight’s fourth overall was pivotal for Wheelie Fast after Gareth Burnett retired Michael Birch’s Lotus 15 from the lead when a broken clip enabled a brake pad to escape at Club.

Mark Farmer and Andy Jordan’s second on scratch was against the odds, for Farmer’s Elan was clutchless after 15 minutes. In a tense countdown they narrowly beat the rampant TVR Griffith of young Harry Barton and Oliver Reuben. The seven-strong Porsche 911 subset had Oli Webb/Guy Ziser/Richard

Tuthill beat Christian Coll/Bonamy Grimes by 1.8 seconds after a pitstop penalty hobbled William Paul/Rory Butcher.

Tyre choice proved critical in the Historic Touring Car Challenge on an initially soggy track. Darren Fielding’s wet-shod BMW E30 M3 was reeled in by the Nissan Skylines of Andy Middlehurst (on inters) and Ric Wood (on medium hard slicks) when its tread blocks fried. Middlehurst’s car owner Jonathan Bailey couldn’t match Wood when his softer boots wilted. James Thorpe/Sean McInerney (Chevrolet Camaro) claimed Tony Dron Trophy gold.

Relayed by Mark Cole, who he engineered to the Porsche Carrera Cup title in 2002, Dafyd Richards was overjoyed to see Sunday’s Stirling Moss Trophy chequer in his Lotus 11. They outran Ben Adams’ Lola Mk1, which engaged in a great battle with soloist Andy Newall in Malte Muller-Wrede’s hairy 5.4-litre Allard J2X Le Mans, a first time RAC Woodcote Trophy [Pre-’56] winner.



Wrigley, ahead, was able to inherit victory in the epic Jaguar Classic Challenge clash

Newall (in Rhea Sautter’s car), Jonathan Mitchell, Danny Winstanley and Matthew Wrigley formed a spectacular E-type breakaway in the Jaguar Classic Challenge, which boiled down to a fight between Wrigley and Winstanley, whose penalty for a pitlane-speeding infringement decided the outcome. “He got no advantage from it,” offered Matt magnanimously.

HRDC circus ringmaster Julius

Thurgood troupes entertained with three huge Sunday grids. Dave Methley’s awesome car control, honed on short ovals, prevailed in a fiendishly slippery Dunlop Allstars race after which he threw his AC Cobra sideways in celebration. Michael Whitaker (TVR Griffith) annexed second from son Mike (Ford Mustang) on the last lap. Steve Monk beat David Alexander to the Classic Alfa Challenge casco d’oro.

A pit penalty scuppered Jim

Morris/Tom Shephard’s Gerry Marshall Trophy aspirations, both having led Bill and Fred Shepherd’s Boss Mustang brilliantly in John Morris’ period VW Golf GTI roller-skate. With an eye on the thunderstorm which closed in, Tom Sharp (Ford Falcon) kept his focus through conjoined safety car interludes to beat Mike Gardiner/Josh Cook (Lotus Cortina) and Ben Colburn (Cooper S) in the Jack Sears Trophy finale.

RACE WINNERS
RAC Pall Mall Cup James Thorpe/Phil Quaife/Phil Keen (Jaguar E-type)
Historic Touring Car Challenge Ric Wood (Nissan Skyline GT-R R32)
RAC Woodcote/Stirling Moss Trophy Mark Cole/Dafyd Richards (Lotus 11)
Jaguar Classic Challenge Matthew Wrigley (E-type Low-Drag Coupe)
HRDC Dunlop Allstars/Classic Alfa Challenge Dave Methley (AC Cobra)
HRDC Gerry Marshall Trophy Bill & Fred Shepherd (Ford Mustang Boss 302)
HRDC Jack Sears Trophy Tom Sharp (Ford Falcon)
GT Allcomers Challenge Paul Whight/Rob Fenn (Aston Martin Vantage GT2)

OULTON PARK: BRSCC BY PETER SCHERER

OCTOBER 22

RANDACCIO’S LATE BURST FOR A FUN CUP WIN

The UVio/Hofmann’s Lotus pairing of Farquini Deott and Fabio Randaccio managed to recover from being pushed into spin by Scott Jeffs at Shell to secure their fifth win of the season in a dramatic Fun Cup Endurance finale.

As often, it came down to a sprint to the finish after a final safety car intervention. Six cars were left to battle it out over a tough 13 minutes.

As the final green flag was waved, Greenheath’s Gary Bate had the lead from Stobart Sport’s Colin Kingsnorth, Team Viking’s Mark

Holme, Randaccio, PLR’s Neil Plimmer and Team Olympian’s Scott Parkin.

Randaccio had managed to oust both Kingsnorth and Holme and successfully challenged Bate for the lead into Knickerbrook. Bate’s intention to tail the UVio car up Clay Hill was thwarted, however, when he was put on the grass by Jeffs, who was trying to unlap himself.

Randaccio soon consolidated his lead, with Plimmer taking Holme around the outside at Shell, before overtaking Kingsnorth on the last

lap to secure second.

With the title already taken in the last round by GCI Racing, fourth place for Viking was enough to make them runners up in the standings as Olympian and Greenheath rounded off the top six.

Doug Crosbie made it a double win in the Northern and Super Classic Formula Ford encounters. His Van Diemen RF89 had led the opener from lights out, just holding off John Murphy’s RF90.

But after an immediate three-lap safety car intervention, Murphy made his move, but his time at

the head was shortlived.

Crosbie stormed back ahead passing the pits at half distance but, as he eased clear, Andrew Barnes’ Swift and Gareth Buckingham’s Van Diemen RF88 closed in.

Murphy just claimed second on as they held station to the flag, while the Reynards of Andrew Schofield and Richard Ketterman rounded off the top six after they had swapped positions with a lap to go.

The lead trio soon went clear in race two, but it was a lights-to-flag second win for Crosbie, as Murphy tried to keep Barnes at bay.

A brave move down the inside of Old Hall at two-thirds’ distance proved decisive for Barnes, leaving Murphy third, from Schofield, Richard Freye’s Reynard and Ben Tinkler’s Van Diemen.

Only 0.634s split Chris Jones, Michael Blackburn and Sam Beckett throughout the entire ST-XR Challenge first race. In race two, Jones vacated his lead as he headed into the Lodge tyre wall at half distance. Blackburn held on for the win, with Beckett inches behind, and Matthew Pimlott a solitary fourth.

RACE WINNERS
Fun Cup Endurance UK UVio/Hofmann’s Lotus (Farquini Deott/Fabio Randaccio)
Northern & Super Classic Formula Ford Race 1 & 2: Doug Crosbie (Van Diemen RF89)
ST-XR Challenge Race 1: Chris Jones; Race 2: Michael Blackburn

RACING REPORTS

Photos: Steve Jones

DONINGTON PARK: BARC BY MARK PAULSON OCTOBER 22-23



Hughes claimed a Touring Car victory



Ibbertson was a winner again in his classic Hillman Imp

RACE WINNERS

Super Tourers/Pre-'93 & Pre-'03 Touring Cars
Race 1: Jason Hughes (Vauxhall Vectra);
Race 2: Stewart Whyte (Honda Accord)

Pre-'66 Touring Cars
Race 1: Barry Sime (Morris Mini Cooper S);
Race 2: James Ibbotson (Hillman Imp Super)

Mini Challenge Trophy
Races 1 & 3: Matt Hammond; Race 2: Joe Wiggan

British Endurance Championship
Wayne Marrs/Tom Jackson (Mercedes-AMG GT3)

Britcar Trophy
Races 1 & 2: Will Stacey (Lotus Elise S2)

Praga Cup
Races 1 & 2: Gordie Mutch/Jimmy Broadbent

Pre-'83 Touring Cars/Jaguar Challenge
Race 1: Colin Philpott (Jaguar XJS);
Race 2: Tom Robinson (Jaguar XJR6)

Classic Thunder/BOSS
Race 1: Andy Wilson (Holden Monaro);
Race 2: Kirk Armitage (BMW M3)

TOURING CAR BATTLERS STEAL DONINGTON SHOW

The inaugural season for the Classic Touring Car Racing Club’s Super Tourers series closed at Donington Park with two new winners. Neither Jason Hughes nor Stewart Whyte had raced at the opening three events, but they took a victory apiece. Hughes’s Vauxhall Vectra led race one before Whyte found a way past in his ex-Tom Kristensen Honda Accord. Whyte was heading for victory before hitting traffic at the final bend, allowing Hughes to pounce. Mark Jones’s ex-Jason Plato Renault Laguna was third. Whyte won Sunday’s sequel comfortably with Hughes not taking part. James Everard’s

BMW E30 M3, double Pre-’93 category winner, managed second overall after Saturday’s Pre-’03 victor Gary Prebble (Honda Civic EG) retired when his throttle bracket snapped. So Chris Southcott’s EK9-shape Civic inherited Pre-’03 honours and took third on the road after passing the Super Tourers of Jones and Richard Wheeler (ex-David Leslie Nissan Primera). James Ibbotson claimed another overall Pre-’66 Touring Car victory in his giant-killing Hillman Imp despite being forced into an overnight gearbox change. He headed home Saturday’s winner Barry Sime in swashbuckling sideways style on a wet track. Sime’s Morris Mini Cooper S had

won Saturday’s thriller with a dive past Garry Townsend’s Lotus Cortina into the Esses for the final time. Class wins for Luc Wilson (Austin A40) earned him a second championship to go with his 2018 title. Nelson King won’t be crowned in the Mini Challenge Trophy until next month’s season finale at Brands Hatch. Avoiding risks, King claimed a pair of podiums and a fifth-place finish. Instead, Matt Hammond (twice) and Joe Wiggan claimed their first wins of the season. Hammond withstood pressure from King in atrocious conditions on Sunday morning then lost out to Wiggan in a bruising rematch. Tom Ovenden and Jack Byrne had spells in front

in the finale before Hammond’s decisive pass of Ovenden in the Craner Curves. The race win and British Endurance Championship crown fell to Rob Boston Racing pairing Wayne Marrs and Tom Jackson. An early safety-car pitstop and eking out the fuel and tyres once Jackson had taken over before half-distance helped seal a fourth win in five races. But it was only after Marcus Clutton (Porsche 911 Cup) chased down the Ferrari 458 Challenge of Chris Goddard/Jamie Stanley/Charlie Hollings in the closing stages that the BEC title headed to Lincolnshire. More success for RBR came in the Britcar Trophy as Will Stacey twice won. Behind Stacey’s

invitational-class Lotus Elise S2, Mark Lee and Owen Hizzey (Ginetta G56A) were second in race one but safety car timing and miscommunication cost them later on as Axel van Nederveen’s similar car took the position. Gordie Mutch/Jimmy Broadbent prevailed in both Praga Cup races to seal the crown. Colin Philpott (wet) and Tom Robinson (dry) were Jaguar Challenge winners, while Kirk Armitage took Sunday’s Classic Thunder thrash after Saturday winner Andy Wilson retired. Malcolm Harding (Escort Mk2) and Mike Manning (Sierra RS500) split the BOSS wins but James Dunkley (XR2) took the title.

Photos: mkipics.net

NATIONAL HOT RODS: BUXTON RACEWAY BY MARTIN KINGSTON OCTOBER 23



Kew (174) battles McDonald (17)



The Ginetta man followed up second in his first heat with a victory in the final

KEW HOLDS OFF THE QUEUE FOR BUXTON FINAL VICTORY

Jason Kew took the final honours after an almost race-long battle for the lead with Rob McDonald when the National Hot Rods returned to Buxton for their second visit this year. McDonald took the first heat while 16-year-old Ashley Shaw took his maiden win in heat two. Heavy rain before the meeting had left the track awash and an unfortunate Joey Palmer had his engine go sick on him in practice ruling him out of the rest of the meeting. By the time of the first heat, the rain had stopped although the

track was still very wet. Shaw was the lone white grader and as the green flag dropped on the rolling lap, he missed second gear allowing Barry Limer to nip through for the lead, with Shaw getting going to take up second. Shaw chased after Limer, who was several lengths clear. He finally caught him just after half distance and, after a couple of laps, found his way past to take up the lead. Further back McDonald, Kew and Haird had been cutting through the pack and, with four laps to go, were up on Shaw.

McDonald went swiftly round the outside to take up the lead with Kew and Chris Haird going past a lap later. The track was starting to dry for the second heat, but wets were still needed. Shaw got away cleanly this time and held onto the lead to the chequers. Behind, Ivan Grayson and Dave Brooks had a fierce battle for second trading places several times until Grayson finally got the better of his rival with a couple of laps to go. The track had a dry line towards the climax of the meeting, which meant last-minute tyre changing

from wets to slicks ahead of the final. The single drier line was going to make passing on the outside difficult, but the track was gradually drying throughout the race. Kew had done enough to earn him pole with Shaw alongside and McDonald behind Kew. Kew got the drop on Shaw at the green, with Shaw dropping in behind with McDonald in his wheeltracks. However, it only took another lap for the McDonald to blast down the outside of Shaw on the back straight. There then followed

nearly 30 laps of McDonald trying to get past Kew. The World Final winner tried several times on the damp outside line but could just not get enough grip to go by Kew. Haird was revelling in the conditions and was quickly up to third to join these two and he got past McDonald for second. The track was now starting to dry fast and Haird started to drop back giving McDonald second place back. Billy Wood was making the most of the drying track swiftly moving up past Grayson and Chris Aldridge and Haird and chasing down

the leading duo, with McDonald still trying to get past Kew on the outside. With two to go Wood had caught them and dived down the inside of McDonald, Kew just hung on to take the win from Wood and McDonald. Results Heat 1: 1 Robert McDonald (Vauxhall Tigra), 2 Jason Kew (Ginetta G40R), 3 Chris Haird (Vauxhall Tigra), 4 Ashley Shaw (Vauxhall Tigra), 5 Dave Brooks (Ginetta G40R), 6 Dick Hillard (Vauxhall Tigra), 7 Perry Cooke (Vauxhall Tigra), 8 Billy Wood (Vauxhall Tigra). Heat 2: 1 Shaw, 2 Ivan Grayson (Ford Fiesta), 3 Brooks, 4 Hillard, 5 Kew, 6 McDonald, 7 Mark Shelper (Peugeot 206CC), 8 Alistair Lowe (Vauxhall Tigra). Final: 1 Kew, 2 Wood, 3 McDonald, 4 Grayson, 5 Chris Aldridge (Vauxhall Tigra), 6 Haird, 7 Hillard, 8 Cooke.

WHAT'S ON

YOUTUBE REVIEW

Formula 1's Mexican Grand Prix, the latest of which is this weekend, has a rich history. And thanks to YouTube we can step back in time to 1968's Mexican event, via the BBC's contemporary Wheelbase programme. It's the season finale and three drivers – Graham Hill, Jackie Stewart and Denny Hulme – fight for the title

at an earlier version of the Mexico City circuit. The title fight actually gets light-touch treatment on the programme, but it's still a fascinating snapshot in time, mainly in the shape of interviews. We hear from the three title-protagonist drivers, constructors Colin Chapman and John Cooper, and even a few spectators. It captures F1 in

transition. Aerofoils and sponsors' cash are coming in. Fatalities of the age are an uncomfortable feature. Yet as if to prove that some things never change, there's agonising that things aren't as good as they used to be... You can watch it at: [youtube.com/watch?v=umJ4AbCfh4](https://www.youtube.com/watch?v=umJ4AbCfh4). **Graham Keilloh**



On a wing and with a prayer: F1 in 1968

TV GUIDE



The Mexican Grand Prix from 1986 will be replayed on Sky Sports F1

Ahead of this weekend's Mexican Grand Prix, Sky Sports F1 has highlights of a tasty Mexican GP from the past, with 1986's race shown tomorrow (Friday) at 1720hrs-1800hrs. As for this weekend's fare, Channel 4 has qualifying highlights on Sunday at 1230hrs-1330hrs, while its race highlights also slip into the following day, at 0105hrs-

0235hrs on Monday. Sky Sports F1's F1 Show is first shown tomorrow at 1800hrs-1900hrs, while Ted Kravitz's Notebooks are 2345hrs-0015hrs on Saturday for qualifying and 2300hrs-2330hrs on Sunday for the race. BT Sport meanwhile has an hour-long review of the recently completed DTM season. You can watch that tomorrow on BT Sport 4

at 0900hrs-1000hrs or on Monday on BT Sport 2 at 1600hrs-1700hrs. BT also offers recent European Le Mans Series action from the Algarve International Circuit today on BT Sport 2 at 0900hrs-1000hrs, and again in Monday's small hours at 0030hrs-0130hrs on BT Sport 3 then 0300hrs-0400hrs on BT Sport 1. **Graham Keilloh**

LIVE TV

FORMULA 1 MEXICO GRAND PRIX MEXICO CITY
Practice 1: Friday, 1900hrs-2020hrs, Sky Sports F1
Practice 2: Friday, 2145hrs-2345hrs, Sky Sports F1
Practice 3: Saturday, 1745hrs-1910hrs, Sky Sports F1
Qualifying: Saturday, 2100hrs-2345hrs, Sky Sports F1
RACE: SUNDAY, 1830hrs-2300hrs (start time 2000hrs), Sky Sports F1
Main Event
WORLD RALLYCROSS CHAMPIONSHIP, SPAIN
Race 1: Saturday, 1600hrs-1700hrs, BT Sport 3
Race 2: Sunday, 1600hrs-1700hrs, BT Sport 4
AUSTRALIAN SUPERCARS, SURFERS PARADISE
Race 1: Saturday, 0530hrs-0800hrs, BT Sport 2
Race 2: Sunday, 0430hrs-0700hrs, BT Sport 1
NASCAR MARTINSVILLE
Race: Sunday, 1730hrs-2200hrs, Premier Sports 2
FERRARI CHALLENGE INOLA
Race 1: Friday, 1620hrs-1720hrs, Sky Sports F1
Race 2: Saturday, 1250hrs-1400hrs, Sky Sports F1
Race 3: Sunday, 1010hrs-1110hrs, Sky Sports F1

WHAT'S ON

RALLYING FRIDAY-SATURDAY
■ **Cambrian Rally**
North Wales Car Club (spectators admitted) cambrianrally.co.uk
RACING SATURDAY
■ **Cadwell Park, Lincs**
CSCC meeting: Tin Tops, Swinging Sixties, Magnificent 7s, Open Series, Turbo Tin Tops Starts racing from 1220hrs (qualifying from 0900hrs) Admission adult £9, under 13 free Web: msv.com Contact 0344 225 4422
■ **Donington Park National, Leics**
MSVR meeting: Porsche Club, Porsche 911/Boxster, Clubmans, Turismo X, Bernie's V8s Starts racing from 1205hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web: msv.com Contact 0344 225 4422
SPORTING SCENE
■ **Mondello Park, County Kildare**
Irish Rallycross Championship Starts: 1000hrs. Admission: adults 17.50 Euros, Under 16s free. Web: mondellopark.ie
Details correct at time of going to press, please check with organisers before travelling

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John and Laura Cooledge's Anglia in flight, from Bob Sketchley



Dan Lowson went to British GT



GT Cup at Snetterton, by Sam Nudd



Bathurst: Rich Cranston was there



Classic rally icon, by David Harbey

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OUT THURSDAY, NOVEMBER 3

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Tony Southgate

The ace British designer talks us through his motorsport memories



British GT Championship review

Under the spotlight: the UK's sportscar headliner

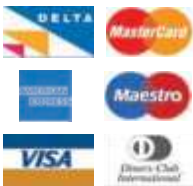


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